h. You will now place your trail foot in the center of the jump platform.

i. Form a knife cutting edge with the trail hand, and **TRACE** the trail edge of the paratroop door. While tracing the edge of the paratroop door your hand cannot break contact, if your hand does break contact you must start your inspection from the top and trace the entire edge again.

From top to bottom.

Then bottom to top.

Upon completion of this inspection, immediately regain control of the trail edge of the paratroop door.

j. The JM Student will then make the first clear to the rear. You will lean straight outside the aircraft, locking of your elbows is not required, **however; you must lean far enough outside** so that you can check down and to the rear of the aircraft for any unsafe conditions. While coming straight back inside the aircraft to take up the rest position JM students **will not** collapse their right elbow while the left arm is locked, and on the left paratroop door, the JM Student **will not** collapse their elbow while the right arm is locked.

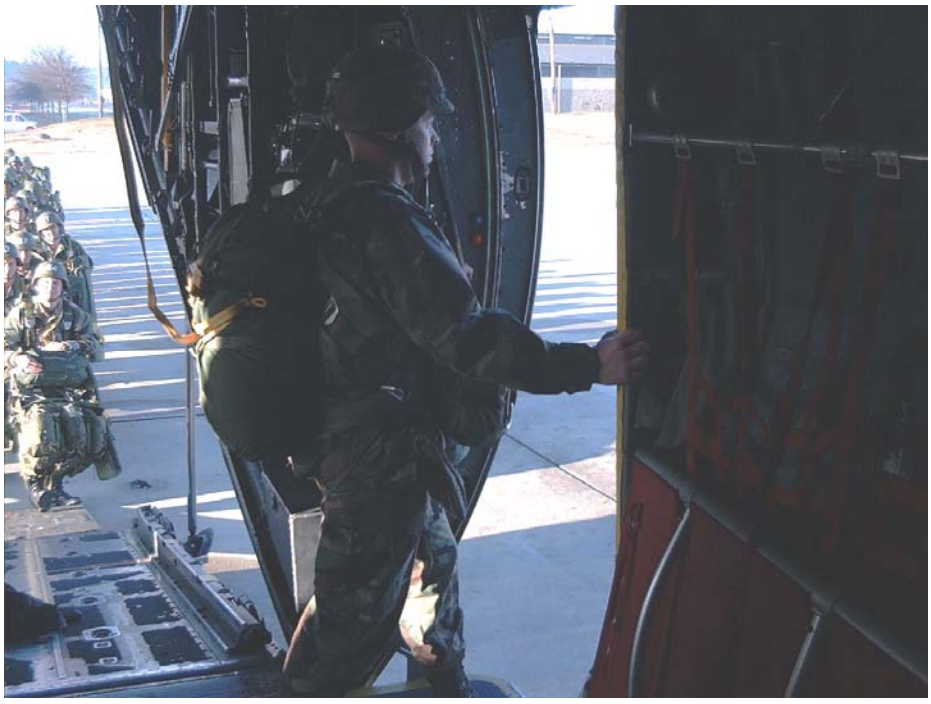
k. Come back inside the aircraft and look at your jumpers.

l. Then look at your safety.

m. You will then take up a rest position and wait for the 1 Minute Reference Point.

n. Once the 1 Minute Reference Point is identified, the JM Student will issue a **SILENT** 1 Minute Time Warning to the jumpers, **<u>with the lead hand.</u>**

o. You will then re-secure the lead edge of the paratroop door. You will then take up a rest position and wait for the 30 Second Reference Point.



p. Once the 30 Second Reference Point is identified, the JM Student will **IMMEDIATELY** make the final clear to the rear. **There is not a 30 second hand and arm signal.** This is your last opportunity to ensure there are **NO** unsafe conditions outside the aircraft.

q. You will then take one step back with the trail foot that is on the jump platform placing it back inside the aircraft next to your lead foot, now with your lead foot you will rotate around with your body facing towards your jumpers, ensure that you let go of the trail edge of the paratroop door, and issue a thumbs up to the JM Student on the opposite paratroop door. You can receive a thumbs up from one of the following: the JM Student, the JM Evaluator on the opposite paratroop door or your JM Evaluator.

r. Once you receive thumbs up, you will immediately issue the jump command, “Stand By”.

s. You will then take a step forward with the inboard foot and rotate your body so that you are facing the skin of the aircraft, with your body bisecting the lead edge of the paratroop door. Ensure you are back far enough so you will not block jumpers from exiting the aircraft.

t. You will then reach out with your trail hand, and your JM Evaluator will place your universal static line back in your hand. **DO NOT MOVE YOUR FEET.**

u. If you are the JM Student on the right paratroop door, you will look over your shoulder and ensure that you can see the JM Student on the left paratroop door, prior to getting your universal static line from the JM Evaluator. Once you have regained control of your universal static line, **DO NOT MOVE YOUR FEET!**

3. Actions at the Green Light:

    a. Primary JM (Left Paratroop Door): The PJM will observe the jump caution lights on the lead edge of the paratroop door. Once the green light illuminates, you will issue a verbal command of "GO". **DO NOT** tap your number one jumper. Once all of your jumpers have exited the aircraft, you will hand your universal static line to the JM Evaluator. **DO NOT MOVE YOUR FEET** until the JM Evaluator has positive control of your universal static line. You will then take one-step or half step to the left or right centering yourself on the paratroop door. Then place both hands on the ends of the reserve parachute. You will then look over either shoulder to ensure that all jumpers, to include the AJM, have exited from the opposite side of the aircraft. You will then check the jump caution lights on either edge of the paratroop door. If the jump caution light is still green, you will exit the aircraft.

    b. Assistant JM (Right Paratroop Door): The AJM will observe the PJM over their shoulder and wait for the PJM to issue "GO". Once the number one jumper has exited the aircraft, the AJM will issue a tap and a verbal command of "GO" to their number one jumper. Once all of your jumpers have exited the aircraft, you will hand your universal static line to the JM Evaluator. **DO NOT MOVE YOUR FEET** until the JM Evaluator has positive control of your universal static line. You will then take one step or half step to the left or right, centering yourself on the paratroop door, place both hands on the ends of the reserve parachute and check the jump caution lights on either edge of the paratroop door. If the jump caution light is still green, you will exit the aircraft.

4. Actions at the paratroop door: (C-17 Globemaster III)

   a. The JM Evaluator will say, “You, Watch Me”, and will perform a proper paratroop door check. Upon completion of the paratroop door check, the JM Evaluator will turn to the JM Student and say, “Army Your Door”.

   b. Extend your arm and sound off with, “Safety Control My Static Line”. **DO NOT MOVE YOUR FEET!!!** Once the safety has control of your universal static line, secure the lead edge of the paratroop door with the hand closest to the skin of the aircraft. Rotate into the paratroop door and secure the trail edge of the paratroop door with your trail hand.

   c. The jumpmaster student will then secure the paratroop door lifting bar with the trail hand and then pull down on the paratroop door while looking at the paratroop door up-lock to insure that the paratroop door is locked in the up position. Then replace the trail hand on the trail edge of the paratroop door.

Paratroop Door Up - Lock

d. With the lead hand, reach across to trace the trail edge of the paratroop door, inspecting for any sharp or protruding edges that could cut or fray a universal static line.

e. Trace from the top corner to the bottom corner of the trail edge of the paratroop door, then to the middle of the jump platform.

f. Then back to the top corner of the paratroop door, insuring that your hand does not break contact at any time. It may be necessary to turn slightly in the paratroop door to accomplish this. **DO NOT TURN SO MUCH AS TO EXPOSE YOUR BACK TO THE OPEN PARATROOP DOOR.**

g. There is a handle located in the fuselage of the aircraft, on the lead edge of the paratroop door. **YOU MUST PLACE THE LEAD HAND DIRECTLY INTO THE HANDLE**

h. Walk out onto the jump platform, with both feet on the jump platform, and lean straight outside the aircraft, locking your elbows is not required, **however; you must lean far enough outside** so that you can check down and to the rear of the aircraft for any unsafe conditions. JM students **will not** collapse their right elbow while the left arm is locked, and on the left paratroop door, the JM Student **will not** collapse their left elbow while the right arm is locked.

i. You will then come straight back inside the aircraft and look at your jumpers.

j. Then look at your safety.

k. You will then take up a rest position and wait for the 1 Minute Reference Point.

l. Once the 1 Minute Reference Point is identified, the JM Student will issue a **SILENT** 1 Minute Time Warning to the jumpers, with the lead hand.

m. You will then take up a rest position and wait for the 30 Second Reference Point.

n. Once the 30 Second Reference point is identified, the JM Student will **IMMEDIATELY** make the final clear to the rear. **There is not a 30 second hand and arm signal.** This is your last opportunity to ensure there are **NO** unsafe conditions outside the aircraft.

o. You will then rotate into the aircraft, facing towards your jumpers, and issue a thumbs up to the JM Student on the opposite paratroop door. You can receive a thumbs up from one of the following: the JM Student, the JM Evaluator on the opposite paratroop door or your JM evaluator.

p. Once you receive the thumbs up, you will look at the jump caution lights and wait until the amber jump caution light illuminates, **THEN AND ONLY THEN**, you will issue the jump command “Stand By”.

DO NOT ISSUE THE JUMP COMMAND “STAND BY” UNTIL THE AMBER JUMP CAUTION LIGHT IS ON!!!

q. You will then take a step forward with the inboard foot and rotate your body so that you are facing the skin of the aircraft, with your body bisecting the lead edge of the paratroop door. Ensure you are back far enough so you will not block jumpers from exiting the aircraft.

r. You will then reach out with your trail hand, and your JM Evaluator will place your universal static line back in your hand.

s. If you are the JM Student on the right paratroop door, you will look over your trail shoulder and ensure that you can see the JM Student on the left paratroop door, prior to getting your universal static line from the JM Evaluator. Once you have regained control of your universal static line, **DO NOT MOVE YOUR FEET!!!**

SUBJECT: Jumpmaster Personnel Inspection (JMPI)

REFERENCE: 82D ABN DIV ASOP, Edition VI, Chapter 13.

A. Deficiencies:

1. A minor deficiency is described as any discrepancy in the rigging or donning of the jumper's equipment that could cause injury to the jumper or, a violation of standard rigging procedures outlined in the ASOP.

2. A major deficiency is described as any deficiency that could cause loss of life or serious injury to the jumper. Additionally, it is defined as any deficiency in the rigging of the main or reserve parachutes that would question the manner in which it was packed.

B. Sequence:

1. A sequence violation is described as any deviation, performed by the Jumpmaster, with either the eyes or the hands, from the sequence prescribed in the ASOP.

2. When describing locations in the sequence, (i.e. top right corner, left side, etc.) they will be in relation to the jumper, not the Jumpmaster.

3. When the word trace is used in the sequence, it describes the working hand moving along the item being inspected and the eyes following the hand.

C. Correcting Deficiencies:

1. If a rigging deficiency is found, the Jumpmaster should attempt to correct the deficiency. If the deficiency cannot be corrected within 30 seconds, the jumper should be sent to the correction station to have the deficiency corrected. The correction should be made, and the Jumpmaster can continue the sequence of inspection.

2. Once the Jumpmaster has completed the correction of a deficiency, the sequence can then be continued from the point at which the Jumpmaster stopped. If the deficiency was corrected at the correction station or by a rigger, then the Jumpmaster must start the sequence from the beginning. If the Jumpmaster rigs a jumper, it is acceptable for the Jumpmaster to JMPI that jumper. The rigging procedures and the JMPI sequence are two different systematic checks.

JMPI Sequence

1. **Ballistic Helmet**: At this time both hands should be on the right side of the jumper's ballistic helmet, fingers extended and joined, palms facing the ballistic helmet with your fingers pointed skyward. Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand trace the outer rim of the Ballistic helmet shell, you are inspecting for any sharp or protruding edges which may cut or fray the jumper's universal static line upon exiting from the aircraft. Once your hands are parallel, you will insert both thumbs inside the ballistic helmet and place them on the locking nuts. You are inspecting to insure the locking nuts are present and tightened down. You will now tilt the jumpers head to the rear and with your head and eyes approximately four to six inches away, conduct a visual inspection to ensure that the headband is present and that it is the proper headband for the ballistic helmet; with the smooth leather side against the jumpers skin, the opening gates of the attaching clips are facing the jumpers feet and properly secured. If it is a modified headband, ensure that the securing tabs are properly secured. Keep your left thumb in place on the locking nut. This is a control point. Now place your right index finger on the pull the dot fastener of the pull the dot fastener with tab. With your head and eyes four to six inches away, you will conduct a visual inspection to insure it is a serviceable pull the dot fastener with tab, and that it is constructed of four plies of nylon webbing with three plies routed through the pull the dot fastener and two bar tack stitches, one located at each end of the tab. Trace down until your right index finger comes into contact with the metallic portion of the adjusting buckle. With your head and eyes approximately four to six inches away, conduct a visual inspection to insure that it is not bent, cracked, or corroded and that the long continuous portion chin strap is properly routed through the adjusting buckle; that the parachutist retention strap is properly routed around the long continuous portion chinstrap and secured just below the adjusting buckle, with the smooth side against the jumper's skin and the hook pile tape side facing away. With your right index finger trace the long continuous portion chinstrap as it routes under the jumpers chin to the opposite adjusting buckle. You are insuring the long continuous portion chinstrap is not twisted, cut, torn, frayed or reversed. Once your index finger comes into contact with the adjusting buckle on the opposite side, With your head and eyes are approximately four to six inches away conduct a visual inspection to insure it is not bent, cracked, or corroded; that the long continuous portion chinstrap is properly routed through the adjusting buckle; that the parachutist retention strap is properly routed around the long continuous portion chinstrap and it is secured just below the adjusting buckle, with the smooth side against the jumper's skin and the hook pile tape side facing away. With your right index finger, trace up the nylon portion of the adjusting buckle until your index finger makes contact with your left thumb which should still be in place on the locking nut. You are inspecting the nylon portion of the adjusting buckle to insure that it is not twisted, cut, torn or frayed. Keeping your left hand in place, place your right index finger on the short sewn portion chinstrap where it is sewn to the long continuous portion chinstrap on the jumper's right side. With your head and eyes approximately four to six inches away trace the short sewn portion chinstrap across the front of the jumper's chin, to where it is sewn to the long continuous portion chin strap on the jumper's left side insuring it is not twisted, cut, torn, frayed, dry rotted or reversed**.** You have just completed the frontal inspection of the ballistic helmet drop both hands

2. **Canopy Release Assemblies**: The next items to be inspected are the canopy release assemblies. These are like items of equipment, either one can be inspected first, however; for this talk through, we will begin with the left canopy release assembly. Form a fist with your right hand, and with the knuckles of your right hand lightly tap the canopy release assembly; you should hear a solid metallic sound. **(Jumpers, this is your key to place both hands on your ballistic helmet).** With your right hand form a knife cutting edge, fingers extended and joined, palms facing towards you, and insert it behind the main lift web in the vicinity of the chest strap. Trace up the main lift web until your right index finger makes contact with the canopy release assembly pad. Rotate your right thumb on the outside corner of the canopy release assembly, and rotate it ¼ turn to the outside. With your head and eyes approximately four to six inches away conduct a visual inspection to insure that the male fitting canopy release assembly is properly secured by the female fitting canopy release assembly, and properly secured by the latch. Insure the cable loop is properly secured by the safety clip and the canopy release assembly is free of all dirt or foreign material that will keep it from seating completely. Now let the canopy release assembly return back to its normal position. Keep your right hand in place. Form a fist with your left hand, and with the knuckles of your left hand lightly tap the canopy release assembly; you should hear a solid metallic sound. With your left hand form a knife cutting edge, fingers extended and joined palms facing towards you the jumpmaster and insert it behind the main lift web in the vicinity of the chest strap ejector snap. Trace up the main lift web until your left index finger makes contact with the canopy release assembly pad. Rotate your left thumb on the outside corner of the canopy release assembly and rotate it ¼ turn to the outside. With your head and eyes approximately four to six inches away conduct a visual inspection to insure that the male fitting canopy release assembly is properly secured by the female fitting canopy release assembly, and properly secured by the latch. Insure the cable loop is properly secured by the safety clip and the canopy release assembly is free of all dirt or foreign material that will keep it from seating completely. Now let the canopy release assembly return back to its normal position.

3. **Main Lift Web**: Now with both hands and your eyes, simultaneously trace down the main lift web insure that is not twisted, cut, torn or frayed, and nothing is misrouted behind the main lift web until your pinkie fingers make contact with the D-rings or replacement D-rings on the parachute harness. At this time, if two sets of D-rings are present, you will conduct a visually inspect to insure that the D-rings (not Replacement D-rings) are tied off with type 2 or type 3 nylon cord gutted.

4. **Chest Strap**: Now keep your left hand in place. With your right hand, form a knife cutting edge, fingers extended and joined, finger tips pointing skyward, palms facing toward you the jumpmaster, and insert it from bottom to top behind the chest strap so that your right index finger makes contact with the main lift web on the jumpers left side. With your head and eyes approximately four to six inches away, conduct a visual inspection of the chest strap to ensure it is not misrouted around the main lift web

Now trace across the chest strap, conducting a visual inspection to ensure that the chest strap is not twisted, cut, torn or frayed and the excess webbing of the chest strap is properly secured in the webbing retainer, until the quick fit V-ring and the ejector snap are in the palm of your right hand, and not the quick fit V-ring and the ejector snap pad.

With your head and eyes approximately four to six inches away conduct a visual inspection to ensure that the chest strap ejector snap is not bent, cracked, or corroded, now rotate your right thumb over and seat the activating lever on the chest strap ejector snap insuring that there is no foreign material that will keep it from seating completely. This is a control point. Leave your right hand in place and drop your left hand; take a half step to the jumper's right, your left.

5. **Waistband**: With your left hand form a knife cutting edge, fingers extended and joined, finger tips pointed skyward, palms facing toward you, the jumpmaster, and insert your left hand from bottom to top behind the waistband until your left index finger makes contact with the pack tray. With your head and eyes approximately four to six inches away, conduct a visual inspection to insure that the waistband is secured to the pack tray by at least 50% of one row of stitching. You will now trace the waistband as far forward as possible until your left pinkie finger makes contact with the right waistband retainer on the rear of the reserve parachute. You are inspecting to insure the waistband is not misrouted behind the horizontal back strap, behind the main lift web, or over the jumper's right D-ring, and it is not twisted, cut, torn or frayed. With your right hand secure the top carrying handle of the reserve parachute and lift up and out. Ensure that the back of your hand is facing skyward. Simultaneously with your left hand, form a knife cutting edge, fingers extended and joined, palms facing toward the jumper, and place the palm of your left hand in the jumper's chest and apply an equal amount of pressure. With your head and eyes approximately four to six inches away, conduct a visual inspection to ensure the waistband is properly routed through both waistband retainers on the rear of the reserve parachute, and the waistband is not twisted, cut, torn, or frayed.

Leave your right hand in place, remove your left hand and route your left hand under your right forearm and place it in the left carrying handle on the reserve parachute with your fingers spread. Remove your right hand from the top carrying handle of the reserve parachute and form a knife cutting edge, fingers extended and joined, finger tips pointed skyward, palms facing toward you the jumpmaster. Insert your right hand from bottom to top behind the waistband as far forward as possible until the pinkie finger of your right hand makes contact with the left waistband retainer on the rear of the reserve parachute. You will then trace the waistband to ensure the waistband is not misrouted over the left D-ring, behind the main lift web, and that it is not twisted, cut, torn, or frayed. Continue your inspection of the waistband until the metal adjuster of the waistband adjuster panel is in the palm of your right hand. At this time remove your left hand from the left carrying handle of the reserve parachute. Insert the index finger and middle finger of your left hand from top to bottom in the 2-3 finger quick release. This is the only quick release you will inspect in this manner. Ensure the quick release is no less than 2 fingers and no more than 3 fingers, and that no metal is felt. If you feel metal then an improper quick release has been incorporated and it must be removed. Now remove your left index finger and thumb from the 2 to 3 finger quick release. Now with the thumb and index finger of your left hand, secure the waistband where it re-emerges from the metal adjuster, ensuring that your fingers are pointed downward.

Trace the waistband until your fingers fall off the free running end of the waistband, as you trace the waistband you will conduct a visual inspection to ensure that the waistband is not misrouted through both vertical bars on the metal adjuster, if it has an improper quick release has been incorporated and must be removed and that the waistband is not misrouted behind any item of equipment, if it has, an improper quick release has been incorporated and must be removed. Place your left hand back in the left carrying handle of the reserve parachute with your fingers spread. Now focus your attention back on your right hand. Inspect the waistband adjuster panel until your right index finger makes contact with the pack tray on the jumper's left side. Ensure the waistband adjuster panel is not misrouted under the horizontal back strap, or the main lift web, and it is not twisted, cut, torn, or frayed, and at least 50% of one row of stitching is securing the waistband adjuster panel to the pack tray. Drop both hands and move back to the front of the jumper.

6. **M1950 Weapons Case**: With your right forearm, push out on the lead edge of the M1950 weapons case. Place the index finger of your right hand on the snap fastener of the quick release snap. Your insuring that the quick release snap it is not bent, cracked, or corroded, that the opening gate is facing the jumpers body, and that the quick release snap is the outermost item of equipment on the left D-ring. Rotate the index finger of your right hand around and pluck the opening gate for spring tension.

Now place your right index finger on the top of the activating arm and trace down to the base of the activating arm. Visually inspect to insure there is no safety tie. With the palm of your right hand, push up on the activating arm to insure it is fully seated. With your right index finger continue to trace down to the base of the quick release snap to insure the quick release link is routed through the V-ring and it is secured in the female portion quick release snap by means of the rotating claw. As you pass the HPT lowering line, make a mental note to insure it is properly routed between the main body of the M1950 weapons case and the 2 plies of reinforced cotton webbing on the cotton duct M1950 weapons case or the 1 ply of nylon webbing on the nylon duct M1950 weapons case. Trace down to the upper set of adjusting strap connectors. Insure the adjusting strap is properly routed through the upper set of adjusting strap connectors, and that there is a half hitch present and it is tight against the upper set of adjusting strap connectors. Trace down the adjusting strap to the point where it is sewn to the M1950 weapons case. Inspect to insure it is not twisted, cut, or frayed. With your right hand form a knife cutting edge, palm facing skyward and fingers pointed towards the jumper, and make one sweeping motion from front to rear or rear to front, along the bottom of the M1950 weapons case. You are insuring the muzzle of the weapon is not protruding and that there are no large rips, holes, or tears. Place your right index finger on the base of the slide fastener and tab thong. Trace up the slide fastener and tab thong to insure that all the teeth are engaged. As you bypass the lower tie down strap, make a visual inspection to insure it is constructed of type VIII nylon webbing and it is yellow in color. Continue to trace until you reach the tab thong portion of the slide fastener and tab thong. With your right index finger, secure the tab thong portion and insure it is secured by either the lift fastener or the upper tie down tape, use one of the two methods, never both, and there is no preferred method. Form a knife cutting edge with your right hand and measure down approximately 11 inches. Smack the side of the M1950 weapons case. You are feeling for the forward assist. With the index finger and thumb of your right hand, secure the single or double looped bow knot of the upper tie down tape on the lead edge of the M1950 weapons case. With your index finger on top and your thumb on the bottom visually

inspect to insure it is routed around the main body of the M1950 weapons case, behind the main lift web, above the chest strap, and it is secured to the lead edge of the M1950 weapons case with a single or double looped bow knot and leave your hand in place. This is a control point.

7. **Replacement D–Rings and Reserve Parachute**: With your left hand secure the top carrying handle of the reserve parachute and pull up and out, ensuring that the back of your hand is facing skyward. You will now begin your inspection of the replacement D-rings and the reserve parachute. With your head and eyes approximately four to six inches away, form a fist with your right hand index finger exposed and place it next to the screw pin on the left replacement D-ring. Conduct a visual inspection to ensure that the dimple or a scratch is present next to the screw pin head and the body of the replacement D-ring. Now place your right index finger on the left guard of the left connector snap. With your head and eyes approximately four to six inches away conduct a visual inspection to ensure that the left connector snap is not bent, cracked, or corroded, and that the left connector snap has not been safetied by means of a safety wire, or safety wire and lanyard. Now pluck it for proper spring tension. Jumpers, this is your key to drop both hand from the ballistic helmet. Now secure the top carrying handle of the reserve parachute with your right hand simultaneously letting go of the top carrying handle with your left hand, ensuring the back of your right hand is facing skyward and pull up and out on the top carrying handle of the reserve parachute. With your head and eyes approximately four to six inches away, form a fist with your left hand index finger exposed and place it next to the screw pin head on the right replacement D-ring.

Conduct a visual inspection to ensure that the dimple or a scratch is present next to the screw pin head and the body of the replacement D-ring. Now place your left index finger on the right outer guard of the right connector snap. With your head and eyes approximately four to six inches away, conduct a visual inspection to ensure that the right connector snap is not bent, cracked or corroded. Pluck it to ensure that there is no spring tension and that the right connector snap is safetied by means of a safety wire and lanyard.

You will now inspect the safety wire and lanyard by using the letters **PLF**, **pull, look** and **feel.** With the left index finger, form a hook around the lanyard portion of the safety wire and lanyard. **Pull** on the lanyard portion to ensure it is secured to the reinforced nylon webbing on the right rear portion of the reserve parachute, and to the coiled portion of the safety wire. **Look** at it to ensure the lanyard is constructed of type II or type III nylon cord gutted, and the safety wire is routed from outside to inside through the small hole provided in the right connector snap. With the index finger of your right hand insert it from top to bottom and **Feel** the safety wire on the inside of the right connector snap to ensure it is bent down at a 90 degree angle, and that the safety wire is routed between the waistband and the reserve parachute, and not the waistband and the jumper's body. Keep your left index finger in place. This is a control point. Remove your right hand and place it on the left end panel of the reserve parachute and apply slight pressure. Remove your left index finger and with your left hand form a knife cutting edge, fingers extended and joined, palm facing towards you the jumpmaster.

7a. **(MIRPS)** With one sweeping motion, sweep from top to bottom behind the ripcord grip. You are inspecting to ensure that the ripcord grip has not been winterized and that the right pack opening spring band is not misrouted over the ripcord grip.

Now form a fist with your left index finger exposed and insert your left index finger into the ripcord grip stow pocket. You are inspecting for the steel swaged ball. Since this is the only item of equipment that the jumpmasters cannot see you visually inspect, you will sound off loudly with **JUMPMASTER**. You're inspecting to ensure that the steel swaged ball is present and that the steel swaged ball is not flush up against the rip cord grip. If it is flush against the rip cord grip, an improper rip cord assembly may be installed. Now remove your left index finger. With the left index finger on top and thumb on bottom, grasp the locking pins and cable where it re-emerges from the rip cord grip stow pocket. You are inspecting the cable to ensure it is not kinked, frayed, or corroded. You are inspecting the locking pins to ensure that they are not bent, cracked or corroded. As you inspect, you will also seat the locking pins to the jumper's left. You will trace until your fingers fall off the furthest locking pin exaggerating your trace. If the locking pins won't seat properly and the steel swaged ball is against the rip cord grip an improper ripcord assembly has been installed the reserve parachute in unserviceable and must be replaced. With your left hand secure the right end panel of the reserve parachute. With your head and eyes approximately four to six inches away, focus your attention on one set of locking pins, cones and grommets and rotate the reserve parachute 360 degrees. You're inspecting to ensure there is no exposed canopy, suspension lines or marquisette netting. Now focus your attention on the next set of locking pins, cones and grommets and rotate the reserve parachute 360 degrees. You're inspecting to ensure there is no exposed canopy, suspension lines or marquisette netting. With one hand secure the end panel of the reserve parachute this is your control point with the opposite hand, thumb on the bottom, fingers on top, secure the log record stow pocket on the ripcord protector flap. You are inspecting to ensure that the DA Form 3912 Army Parachute Log Record is present inside the log record stow pocket. If it is not, the reserve parachute is unserviceable and must be replaced. Now close the ripcord protector flap. Conduct a visual inspection of the yellow binding tape on the rip cord protector flap, identifying it as a MIRPS/SLCP. With either hand, thumb on bottom, fingers on top, locate the deployment assistance device. Inspect it to insure it is at least 50% centered behind the rip cord protector flap. If it is not, the reserve parachute is unserviceable and must be turned in.

The next items to be inspected are the pack opening spring bands. These are like items of equipment so they can be inspected in any order, as long as you inspect all of them. However, whichever hand you begin with, you must finish with. At this time are there any left handed jumpmasters? **(Direct instructors over to assist the left handed jumpmasters before beginning the pack opening spring band inspection.)** Left handed jumpmasters do the opposite of what I say. For this talk through we will begin with the top right pack opening spring band. With your left hand form a knife cutting edge, fingers extended and joined, palm facing toward you the jumpmaster and sweep the top carrying handle of the reserve parachute and the universal static line snap hook from front to rear out of your way, ensuring the back of your hand is facing the jumpers body and you can see the reinforced nylon webbing on the rear of the reserve parachute. With your right thumb secure the tab portion on the top right pack opening spring band so that your thumb is pointed in the same direction as the pack opening spring band Curl your remaining fingers under and use them as a lever. Pull the top right pack opening spring band at least one inch from the reserve parachute.

With your head and eyes approximately four to six inches away conduct a visual inspection to ensure there is no exposed metal at the tab portion, none of the five coiled springs are broken, and the pack opening spring band is properly routed through the reinforced nylon webbing on the reserve parachute, not misrouted over the reinforced nylon webbing on the reserve parachute or misrouted over the top carrying handle of the reserve parachute. Pluck the pack opening spring band for proper spring tension. Now focus your attention to the top left pack opening spring band. With your right thumb, secure the tab portion on the top left pack opening spring band so that your thumb is pointed in the same direction as the pack opening spring band. Curl your remaining fingers under and use them as a lever. Pull the top left pack opening spring band at least one inch from the reserve parachute, with your head and eyes approximately four to six inches away conduct a visual inspection to ensure there is no exposed metal at the tab portion, none of the five coiled springs are broken, and the pack opening spring band is properly routed through the reinforced nylon webbing on the reserve parachute, not misrouted over the reinforced nylon webbing on the reserve parachute or over the top carrying handle of the reserve parachute. Now pluck the pack opening spring band for proper spring tension. With your left hand form a knife cutting edge fingers extended and joined finger tips pointed downward and sweep the left carrying handle of the reserve parachute out of your way. With your right thumb secure the tab portion on the left pack opening spring band so that your thumb is pointed in the same direction as the pack opening spring band. Curl your remaining fingers under and use them as a lever. Pull the left pack opening spring band at least one inch from the reserve parachute, with your head and eyes approximately four to six inches away, conduct a visual inspection to ensure there is no exposed metal at the tab portion, none of the five coiled springs are broken, and the pack opening spring band is properly routed through the reinforced nylon webbing on the reserve parachute, not misrouted over the reinforced nylon webbing on the reserve parachute or over the left carrying handle of the reserve parachute. Now pluck the pack opening spring band for proper spring tension. With both hands secure the bottom corners of the reserve parachute and lift it up high so that it is parallel to the ground. On a Hollywood rigged jumper you should be able to see the waistband behind the reserve parachute. With your left hand secure the bottom right corner of the reserve parachute holding it parallel to the ground. With your right thumb secure the tab portion on the bottom left pack opening spring band so that your thumb is pointed in the same direction as the pack opening spring band. Curl your remaining fingers under and use them as a lever. Pull the bottom left pack opening spring band at least one inch from the reserve parachute and with your head and eyes approximately four to six inches away, conduct a visual inspection to ensure there is no exposed metal at the tab portion, none of the five coiled springs are broken, and the pack opening spring band is properly routed through the reinforced nylon webbing on the reserve parachute not misrouted over the reinforced nylon webbing on the reserve parachute. Now pluck the pack opening spring band for proper spring tension. Focus your attention on the bottom right pack opening spring band. With your right thumb secure the tab portion on the bottom right pack opening spring band so that your thumb is pointed in the same direction as the pack opening spring band. Curl your remaining fingers under and use them as a lever. Pull the bottom right pack opening spring band at least one inch from the reserve parachute, with your head and eyes approximately four to six inches away conduct a visual inspection to ensure there is no exposed metal at the tab portion, none of the five coiled springs are broken, and the pack opening spring band is properly routed through the reinforced nylon webbing on the reserve parachute, not misrouted over the reinforced nylon webbing on

the reserve parachute. Now pluck the pack opening spring band for proper spring tension. Remove your left hand from the bottom right corner of the reserve parachute. With your left hand form a knife cutting edge fingers extended and joined, palms facing toward you, the jumpmaster and sweep the lanyard portion of the safety wire and lanyard out of your line of sight. With your right thumb, secure the tab portion on the right pack opening spring band so that your thumb is pointed in the same direction as the pack opening spring band. Curl your remaining fingers under and use them as a lever. Pull the right pack opening spring band at least one inch from the reserve parachute and with your head and eyes approximately four to six inches away, conduct a visual inspection to ensure there is no exposed metal at the tab portion, none of the five coiled springs are broken, and the pack opening spring band is properly routed through the reinforced nylon webbing on the reserve parachute, not misrouted over the reinforced nylon webbing on the reserve parachute, or the ripcord grip. Now pluck the pack opening spring band for proper spring tension. At this time, conduct an overall inspection of the pack opening spring bands at your own speed.

Now with both hands form a knife cutting edge, fingers extended, with your finger tips facing toward the jumper's body and place the palms of your hands on the top right corner of the reserve parachute. Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your head and eyes approximately four to six inches away, focus your attention on your right hand and trace the top panel of the reserve parachute inspecting for any exposed canopy, suspension lines, excess dirt, water, grease or oil. Trace down the left end panel of the reserve parachute insuring your pinkie finger leads the way, inspecting for and exposed canopy, suspension lines, dirt, water, grease or oil. When you reach the bottom left panel of the reserve parachute with your working hand, drop your control hand down to the bottom right corner of the reserve parachute and lift the reserve parachute up high, ensuring your left hand does not cover up the seam on the reserve parachute. Hold the reserve parachute up with your control hand so it is parallel to the ground. With your working hand, trace the bottom panel of the reserve parachute insuring your index finger is leading the way, inspecting for exposed canopy, suspension lines, dirt, water, grease or oil. When your working hand makes contact with your control hand, drop your control hand leaving your working hand in place on the bottom right corner of the reserve parachute and let the reserve parachute fall back to it's normal position. Move your control hand back to the top right corner of the reserve parachute, ensuring that you do not cover the seam on the reserve parachute, and with your head and eyes approximately four to six inches away, trace up the right end panel of the reserve parachute insuring your pinkie finger leads the way conducting a visual inspection to ensure that there is no exposed canopy, suspension lines, dirt, water, grease or oil. Once your working hand makes contact with your control hand, you will lift both hands ensuring that you do not cover up any deficiencies. At this time conduct an overall inspection of the reserve parachute at your own speed.

Now with both hands, secure both bottom corners of the reserve parachute. Lift it up high and issue the jumper the command of **HOLD**. Jumpers secure the reserve parachute in the "puppy dog" manner and hold it up high.

7b. **Soft Loop Center Pull Reserve Parachute:**

The sequence will remain unchanged until the completion of the inspection of the safety wire on the inside of the connector snap and the transition of the right hand to the left end panel of the reserve parachute.

Once the right hand is in place, the jumpmaster will remove the left hand and form a knife cutting edge, fingers extended and joined, palm facing the jumpmaster, fingers pointed downward and sweep one time from the jumper's left to right behind the ripcord grip. Ensure the top left and right pack opening spring bands have not been misrouted over the ripcord grip. Forms a fist with the index finger exposed and insert it into the ripcord grip retainer. Ensure the ripcord grip is routed between the top panel and the rip cord grip retainer and not the ripcord grip retainer and the pile tape. Remove the left index finger and place it on the right steel swaged ball. Inspect to ensure the steel swaged ball is present against the ripcord grip and not cracked or corroded. Form a pincher with the left index finger and thumb and trace the cable and locking pin from top to bottom ensuring the cable is routed over the pile tape and that the cable is not kinked, frayed or corroded, seating the locking pin as you trace. Inspect to ensure that the locking pin is not bent, cracked, or corroded and that it has been routed completely through the red closing loop and not puncturing it. Conduct a visual inspection of the red closing loop to ensure it is not burned, cut or frayed, at all and that no canopy, suspension lines, or marquisette netting are visible.

Remove the right hand and form a fist with the index finger exposed and place it on the steel swaged ball. Inspect to ensure the steel swaged ball is present against the ripcord grip and not cracked or corroded. Form a pincher with the left index finger and thumb and trace the cable and locking pin from top to bottom ensuring the cable is routed over the pile tape and that the cable is not kinked, frayed or corroded, seating the locking pin as you trace. Inspect to ensure that the locking pin is not bent, cracked, or corroded and that it has been routed completely through the closing loop and not puncturing it. Conduct a visual inspection of the red closing loop to ensure it is not burned, cut or frayed, and that no canopy, suspension lines, or marquisette netting are visible.

Remove both hands and place either hand on an end panel and with the other hand inspect the ripcord protector flap for the DA Form 3912 Army Parachute Log Record. Ensure that the fingers are on top and thumb on bottom as you inspect.

Continue with the inspection of the deployment assistance device and note the inspection of the pack opening spring bands be unchanged. The only exceptions being you will inspect both top pack opening spring bands to ensure they have not been misrouted over the ripcord grip and you will not encounter the ripcord grip when inspecting the right pack opening spring band.

8. **ALICE Pack rigged with the Harness Single Point Release**: Simultaneously, with both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Now focus your attention to your left hand. Conduct a visual inspection to insure that the snap hook is not bent, cracked, corroded and that the opening gate is facing towards the jumper, and it is located to the outside of the connector snap. Rotate your index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the black interwoven stitch of the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the ALICE pack frame. Insure the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, insure the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through

the red attaching loop and secured in the cable loop retainer. Place your left index finger on the single X box stitch just below the female portion leg strap release assembly. Keep your left hand in place. Now focus your attention to your right index finger, which should still be on the snap hook of the adjustable D-ring attaching strap on the jumpers left side. Inspect to insure it is not bent, cracked, corroded or distorted out of shape and that the opening gate is facing toward the jumper, and it is positioned between the connector snap and the snap fastener of the quick release snap. Rotate your right index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the ALICE pack frame. Insure the white attaching loop is routed from bottom to top through the triangle link, and the green attaching loop is routed from bottom to top through the white attaching loop, insure the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your index finger on the single X box stitch just below the female portion leg strap release assembly. With your right thumb and index finger, index finger on top, lift up on the release handle.

Inspect to insure the release handle is properly routed through the release handle cross strap and secured with the hook pile tape and that the release handle is not reversed or upside down. With your right index finger, form a hook and lift up on the release handle lanyard to insure that it is not twisted or misrouted around the equipment retainer strap. Place your right index finger back on the single X box stitch. Simultaneously, trace down the equipment retainer straps, until your fingers make contact with the second set of single X box stitches. As you bypass the outer accessory pouches, make a mental note to insure they are properly filled with non-fragile items of equipment. You are inspecting the equipment retainer straps to insure they are not twisted, cut, or frayed. With your right hand, secure the adjustable cross strap and tug it one time to your right. Place your right index finger back on the single X box stitch and continue to inspect the equipment retainer straps until your fingers fall off the ends of the ALICE pack. Now secure the sides of the ALICE pack and raise it up to approximately eye level. Visually inspect to insure that the equipment retainer straps, on the medium ALICE pack only, are routed to the outside of the shoulder carrying strap loops, under the envelope cushion portion of the ALICE pack and under the tubular portion of the ALICE pack frame. Lift out and up on the ALICE pack; and issue the command of “HOLD”. You will now continue your inspection of the equipment retainer straps as they route under the envelope cushion portion of the ALICE pack. Insure the equipment retainer straps form an X configuration on the rear of the ALICE pack. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. As you bypass the girth hitch, make a mental note to insure it is routed vertical. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick release. Now visually inspect the free running ends of the equipment retainer straps to insure they are S-folded and secured with either masking tape or retainer bands, one or the other, never both and not secured to the quick releases. With the index fingers of each hand, lightly tap them to insure the S-folds are secure. With the thumb and index finger of each hand form an “O” around the base of the shoulder carrying straps. Give them a tug to insure they are properly secured to the ALICE pack frame.

Visually inspect the free running ends of the shoulder carrying straps to insure they are S-folded and secured with masking tape or retainer bands, one or the other, never both. With the index fingers of each hand, lightly tap the free running ends of the shoulder carrying straps to insure the S-folds are secure. With your right hand form a fist with your index finger exposed and places it near the looped end hook pile tape lowering line. Visually inspect to insure the girth hitch is vertical. With your right index finger trace the HPT lowering line until you make contact with the first hook pile tab modification. Insure it is present and that it is secured. Visually inspect to insure there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap to insure there are no large rips or tears, and at least 50% of the hook tape and pile tape is securing the retainer flap, and the HPT lowering line is secured to the ALICE pack frame by two retainer bands, one above and one below the horizontal frame support. Continue to trace down until you make contact with the second hook pile tab modification. Once again, visually inspect to insure it is present and secured and there are no S-folds protruding from the end of the retainer flap. Continue to trace the HPT lowering line until your index finger disappears behind the M1950 weapons case. Visually inspect to insure the HPT lowering line is properly routed between the main body of the M1950 weapons case and the 2 plies of reinforced cotton webbing on the cotton duct M1950 weapons case, and 1 ply of reinforced nylon on the nylon duct M1950 weapons case.

Route your left hand over your right forearm and secure the trail edge of the M1950 weapons case. With your right index finger pick up the hook pile tape lowering line on the backside of the reinforced nylon and trace it up to its point of attachment. Once the hook pile tape lowering line has been traced to its point of attachment look at the ejector snap to insure the opening gate is facing the jumper's body. Grasp the ejector snap with your right hand and with the right thumb press in on the activating lever to insure that is properly seated over the ball detent and free of all foreign matter. Rotate the ejector snap 1/4 turn to the outside and inspect to insure the small tooth is present. Visually inspect to insure the yellow safety lanyard is present and it is constructed of 1 inch wide tubular nylon webbing, is yellow in color, and has not been wired, tied, or taped down.

9. **Leg Straps**: Move to the front of your jumper and issue the command of "SQUAT". Now insert the index and middle fingers of both hands beneath the leg straps and trace both hands all the way back to the saddle. Begin tracing the right leg strap forward, insuring that it is not misrouted around the saddle, that it is free from any twists, cuts or frays. Insure that the excess webbing is secured in the webbing retainer. Continue tracing until you reach the quick-fit V ring. Conduct a visual inspection to insure that it isn't bent, cracked, corroded, rusted, dented or distorted out of shape. Rotate your left thumb up and seat the activating lever and conduct a visual inspection to insure that there is not any foreign material present that will keep it from properly seating. Keep your left thumb in place. Now focus your attention to your right hand, which still should be all the way back to the saddle. Begin tracing the left leg strap forward insuring that it is not misrouted around the saddle, that it is free from any twists, cuts or frays. Insure that the excess webbing is secured in the webbing retainer, and that it is routed over the lower portion and under the upper portion of the exposed carrying handle of the aviator's kit bag. Continue tracing up until you make finger tip to metal contact with the quick-fit V ring. If you have a hard time making fingertip to metal, rotate your fingers skyward and push up until you do make finger tip to metal contact.

Conduct a visual inspection to insure that it isn't bent, cracked, corroded, rusted, dented or distorted out of shape. Once you have fingertip to metal contact, remove your right hand, and utilize your right forearm, lift up and out on the M1950 weapons case. Now place your right index finger or thumb on the activating lever of the left leg strap and seat it. Conduct a visual inspection to insure that there is not any foreign material present that will keep it from seating properly. Now rotate back in front of your jumper and conduct a visual inspection of the aviator's kit bag. Secure the bottom of the ALICE pack and issue the command of "RECOVER". Jumpers pick up on the reserve parachute and jumpmasters simply allow the ALICE pack to rotate between your body and the jumpers' body.

10. **Universal Static Line Snap Hook:** To attach the universal static line snap hook to the top carrying handle of the reserve parachute: If the static line is the 15-foot universal static line with the 5-foot universal static line extension, prior to detaching the static line from the right outer static line stow bar, Push in on the upper loop portion universal static line and the cotton buffer and inspect the girth hitch. Visually inspect the upper loop portion universal static line for burns, cuts, or frays and inspect the cotton buffer on the 5-foot universal static line extension for burns, cuts, or excessive frays. Ensure that the girth hitch is centered between the first stow on the left and right inner static line stow bars or the 9^{th} and 10^{th} stows. Remove the universal static line snap hook from the right outer static line stow bar and remove all twists and turns in the universal static line. "DO NOT BREAK THE FIRST STOW WHEN USING THE 5-FOOT UNIVERSAL STATIC LINE EXTENSION WITH THE 15-FOOT UNIVERSAL STATIC LINE". The first stow to be inspected will be the left inner static line stow bar. If the universal static line is the 15-foot universal static line without the 5-foot universal static line extension, break the first stow on the left inner static line stow bar. Route the universal static line and the universal static line snap hook over the jumper's appropriate shoulder and secure the universal static line snap hook to the top carrying handle on the reserve parachute ensuring that the top carrying handle of the reserve parachute passes through the first and second gate on the universal static line snap hook. Pull up on the universal static line snap hook to ensure that it is secured to the top carrying handle. Ensure that the opening gate of the universal static line snap hook is facing toward the jumper. You will now transition from the front of the jumper to the rear of the jumper by utilizing the universal static line and the universal static line snap hook. With your right hand and right hand only secure the universal static line snap hook. Form a fist around the universal static line snap hook with your right hand and hold it perpendicular to the reserve parachute. Open your right hand and lay the back of your right hand on the top panel of the reserve parachute. Place the index finger of your left hand next to the upper loop portion of the universal static line where it is girth hitched to the cut away portion on the universal static line snap hook. Ensure that the girth hitch is facing toward your left, the jumper's right. With your head and eyes approximately four to six inches away you will conduct a visual inspection to ensure that the girth hitch has cuts, burns, tears or excessive frays. With your left index finger trace down the universal static line snap hook until your left index finger makes contact with the rivet pin. Ensure that it is present and is not bent, cracked or corroded. Continue to trace down the universal static line snap hook to ensure that the universal static line snap hook it is not bent, cracked or corroded, and that the opening gate is facing toward the jumper's body.

11. **Universal Static Line:** With your right hand, hold the universal static line snap hook perpendicular to the reserve parachute and form a fist with your right hand around the universal static line snap hook just below the girth hitch. With the index finger and thumb of your left hand, index finger on top thumb on the bottom, secure the universal static line at the 4 inch stitch where it is sewn back onto itself and push in on the upper loop portion of the universal static line. With your head and eyes approximately four to six inches away, conduct a visual inspection of the universal static line as it routes through the universal static line snap hook, inspecting for any cuts, burns, tears or excessive frays. Now with your right thumb or index finger push back on the universal static line exposing the inner loop portion of the universal static line. With your head and eyes approximately four to six inches away conduct a visual inspection to ensure the inner loop portion of the universal static line has no cuts, burns, tears or excessive frays. Now, if the universal static line is routed over the jumper's left shoulder, with the thumb and index finger of your left hand form an "O" around the universal static line just above the universal static line snap hook. Since the universal static line is routed over the jumper's right shoulder, with the thumb and index finger of your right hand form an "O" around the universal static line just above the universal static line snap hook. With your head and eyes approximately four to six inches away, trace up the universal static line with your "O" until you reach the elbow locked position or you feel resistance from the universal static line. You are inspecting the universal static line for any cuts, burns, tears or excessive frays.

Keep your head and eyes on your "O" and issue the jumper the command of **TURN.** Continue to focus your head and eyes on your "O" until the jumper has turned around. Keep your right hand in the form of an "O" around the universal static line. With your head and eyes approximately four to six inches away focus your attention on your "O" and place the index finger or index finger and middle finger of your left hand behind the universal static line until the index finger of your left hand makes contact with your right thumb. Trace down the universal static line with your left index finger or index finger and middle finger from your "O" until you come in contact with the inner static line stow bar on the jumper's right side. If during your inspection you come in contact with the static line slack retainer remove your left index finger, or index finger and middle finger, from behind the universal static line. Focus your attention back on your "O" with your right hand on the universal static line until you reach the elbow lock position. This will remove the universal static line from the static line slack retainer. Now place the index finger or index finger and middle finger of your left hand behind the universal static line until the index finger of your left hand makes contact with your right thumb. Trace down the universal static line with your left index finger or index finger and middle finger from your "O" until you come in contact with the inner static line stow bar on the jumper's right side. You are inspecting the universal static line for any cuts, burn, tears or excessive frays. With either hand, form a bight in the universal static line and route it from top to bottom in the static line slack retainer. You will conduct a visual inspection of the static line slack retainer to ensure it is not cut or frayed more than 50%. If it is, the main parachute is unserviceable and must be turned in. If you are right handed, your left hand is now your control hand, and your right hand is your working hand. If you are left handed, your right hand is now your control hand and your left hand is your working hand. Left handed jumpmasters will do the opposite of what I say. Rotate the excess portion of the universal static line on top of the pack tray and control it with your control hand.

Form a fist with your right hand, exposing your index finger and insert it from bottom to top behind the universal static line until your right index finger makes contact with the right inner static line stow bar. With your head and eyes approximately four to six inches away, rotate your right thumb behind the first stow on the jumper's right inner static line stow bar. Pull out on the first stow of the universal static line approximately 1 inch from the pack tray, ensuring the universal static line is not misrouted around the right inner static line stow bar and is free from any cuts, burns, tears or excessive frays. Now let the stow return to its normal position. Ensure that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. Keep in mind you will always pull with your index finger and push with your thumb. **There can never be anything between your eyes and the universal static line, so keep your thumb and fingers out of the way.**

With your head and eyes approximately four to six inches away, use your right index finger to trace across from the right inner static line stow bar to the left inner static line stow bar. You are inspecting the universal static line to ensure it is free of any cuts, burns, tears or excessive frays. With your head and eyes approximately four to six inches away, rotate your right thumb behind the left inner static line stow bar on the jumper's left side. Pull out on the stow of the universal static line approximately 1 inch from the pack tray, ensuring the universal static line is not misrouted around the left inner static line stow bar and is free from any cuts, burns, tears or excessive frays.

Rotate your right index finger behind the piece of universal static line you are about to inspect, and form an "O" with your right thumb around the universal static line ensuring that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. With your right thumb trace across from the left inner static line stow bar to the right inner static line stow bar. You are inspecting the universal static line for any cuts, burns, tears or excessive frays. With your head and eyes approximately four to six inches away, use your right index finger to pull out on the right inner static line stow approximately 1 inch from the pack tray ensuring the universal static line is not misrouted around the right inner static line stow bar and is free from any cuts, burns, tears or excessive frays. Now let the stow return to its normal position. Rotate your right thumb behind the piece of universal static line you are about to inspect, and form an "O" with your right index around the universal static line, ensuring that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. With your right index finger trace across from the right inner static line stow bar to the left inner static line stow bar. You are inspecting the universal static line for any cuts, burns, tears or excessive frays. With your head and eyes approximately four to six inches away, use your right index finger to pull out on the left inner static line stow approximately 1 inch from the pack tray, ensuring the universal static line is not misrouted around the left inner static line stow bar and is free from any cuts, burns, tears or excessive frays. Now let the stow return to its normal position. Rotate your right index finger behind the piece of universal static line you are about to inspect, and form an "O" with your right thumb around the universal static line, ensuring that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. With your right thumb, trace across from the left inner static line stow bar to the right inner static line stow bar. You are inspecting the universal static line for any cuts, burns, tears or excessive frays.

With your head and eyes approximately four to six inches away, use your right index finger to pull out on the right inner static line stow approximately 1 inch from the pack tray, ensuring the universal static line is not misrouted around the right inner static line stow bar and is free from any cuts, burns, tears or excessive frays. Now let the stow return to its normal position. Rotate your right thumb behind the piece of universal static line you are about to inspect, and form an "O" with your right index around the universal static line, ensuring that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. With your right index finger trace across from the right inner static line stow bar to the left outer static line stow bar. You are inspecting the universal static line for any cuts, burns, tears or excessive frays.

With your head and eyes approximately four to six inches away, use your right index finger to pull out on the left outer static line stow approximately 1 inch from the pack tray, ensuring the universal static line is not misrouted around the left outer static line stow bar and is free from any cuts, burns, tears or excessive frays. Now let the stow return to its normal position. Rotate your right thumb behind the piece of universal static line you are about to inspect and form an "O" with your right index around the universal static line, ensuring that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. With your right thumb trace across from the left outer static line stow bar to the right outer static line stow bar. You are inspecting the universal static line for any cuts, burns, tears or excessive frays.

With your head and eyes approximately four to six inches away, use your right index finger pull to out on the right outer static line stow approximately 1 inch from the pack tray, insuring the universal static line is not misrouted around the right outer static line stow bar and is free from any cuts, burns, tears or excessive frays. Now let the stow return to its normal position. Rotate your right thumb down behind the piece of universal static line you are about to inspect and form an "O" with your right index around the universal static line, pushing your right index finger through ensuring that you separate the piece of universal static line that you are about to inspect from the piece of universal static line you have already inspected. With your head and eyes approximately four to six inches away, use your right index finger to trace down from the right outer static line stow bar until your right index finger makes contact with the pack opening loop. Ensure that the last piece of universal static line is always routed from the right outer static line stow bar to the pack opening loop. You're inspecting the universal static line for any cuts, burns, tears or excessive frays and that the universal static line is not misrouted under the pack closing tie. Insert your index finger inside the pack opening loop from bottom to top. You are inspecting the pack opening loop to ensure that the pack opening loop is not cut, burned or frayed at all at the loop portion, that the pack closing tie is properly routed through the pack opening loop and that the pack opening loop is located in the 6 to 9 o'clock position. Keep your left hand in place and remove your right index finger from the pack opening. The next items of equipment to be inspected are the pack closing loops. We will begin with the 6 o' clock pack closing loop. Place the index finger of your right hand on the 6 o' clock pack closing loop, ensuring the pack closing loop is not cut, torn or frayed more than 50% at the looped portion and that the pack closing tie is properly routed through the pack closing loop. You will now transition to the 9 o' clock pack closing loop.

Place the index finger of your right hand on the 9 o' clock pack closing loop, ensuring the pack closing loop is not cut, torn or frayed more than 50% at the looped portion and that the pack closing tie is properly routed through the pack closing loop. You will now transition to the 12 o' clock pack closing loop. Place the index finger of your right hand on the 12 o' clock pack closing loop, ensuring the pack closing loop is not cut, torn or frayed more than 50% at the looped portion and that the pack closing tie is properly routed through the pack closing loop. You will now transition to the 3 o' clock pack closing loop. As you can see the universal static line is in your line of sight. With the index finger of your right hand, push the universal static line up or down out of your line of sight, exposing the 3 o' clock pack closing loop. Ensure the pack closing loop is not cut, torn or frayed more than 50% at the looped portion and that the pack closing tie is properly routed through the pack closing loop.

You will now conduct an inspection of the pack closing tie. Insert the index finger of your right hand from bottom to top behind the pack closing tie. With your head and eyes approximately four to six inches away, you will conduct a visual inspection of the pack closing tie and ensure that the pack closing tie is located in the 3 to 6 o' clock position and that the pack closing tie is properly routed through both the pack opening loop and the pack closing loops. Ensure that the pack closing tie is constructed of one turn, and one turn only, ¼ inch cotton webbing, and that it is secured by a surgeons knot locking knot. Now with the right index finger pluck the pack closing tie to hear the sound of one turn, and one turn only, ¼ inch cotton webbing. Drop both hands and stand up behind your jumper.

12. **Ballistic Helmet (REAR)**: Form knife cutting edges with both hands, fingers extended and joined, palms facing the jumper, and place them on the left side of the jumpers' ballistic helmet. Your left hand is your control hand and your right hand is your working hand. With your right hand trace the outer rim of the ballistic helmet. You are inspecting for any sharp or protruding edges, which may cut, or fray the jumpers' universal static line upon exiting from the aircraft. Once your hands are parallel place both thumbs on the rim of the ballistic helmet and tilt the jumpers head forward.
Visually inspect the parachutists' retention strap to insure it is not twisted, cut, or frayed and it is not misrouted in front of the foam impact pad / modified foam impact pad. With the thumb and index finger of either hand, index finger on top secure the foam impact pad / modified foam impact pad and give it a slight tug to insure it is properly secured inside the ballistic helmet.

13. **Riser Assembly**: Now place both hands over the jumpers shoulder. Utilizing the letters TOT **tug, open, trace,** form the hand and arm signal of get ready with your thumbs exposed inserting both of your thumbs from outside to inside underneath the riser assembly as far forward as possible. You should be able to make contact with the canopy release assemblies. The next items of equipment to be inspected are the riser assemblies these are like items of equipment and can be inspected in any order, however for the purpose of this inspection we will begin with the left riser assembly. Now focus your attention to your left hand. Form a fist around the left riser assembly give the riser a **tug**, now **open** your left hand and **trace** from the canopy release assembly back until your left thumb makes contact with the pack tray. You are inspecting the riser assembly to insure that the riser assembly is not twisted, cut torn or frayed and is not misrouted under the jumpers shoulder, or the horizontal back strap and that the DA Form 3912 Army parachute log record is present in the log record stow pocket.

Now focus your attention to your right hand. Form a fist around the right riser assembly give the riser a **tug**, now **open** your right hand and **trace** from the canopy release assembly back until your right thumb makes contact with the pack tray. You are inspecting the riser assembly to insure that the riser assembly is not twisted, cut torn or frayed and is not misrouted under the jumpers shoulder, or the horizontal back strap and that the DA Form 3912 Army parachute log record is present in the log record stow pocket. If the DA Form 3912 Army parachute log record is not present in one of the log record stow pockets the main parachute is unserviceable and must be turned in.

14. **Pack Tray**: Now from knife cutting edges with both hands, fingers extended and joined palms facing the jumper. Place both hands on the top left corner of the pack tray palms facing the pack tray.

Your left hand is your control hand, and your right hand is your working hand. Keep your left hand in place. With your working hand trace the top pack-closing flap. You are inspecting for any excess dirt, water, oil, grease, exposed canopy, or suspension lines. Trace down the right pack-closing flap and conduct the same inspection. To inspect the bottom pack-closing flap you have to bend over well enough to see it. Trace the bottom pack-closing flap and conduct the same inspection. Trace up the left pack-closing flap and conduct the same inspection. When your working hand meets your control hand, lift up your control hand and sweep under it with your working hand to insure you have not covered any deficiencies.

15. **Diagonal Backstraps** Form a knife cutting edge with both hands, palms facing towards you, and issue the command, **ARCH YOUR BACK**. Place both hands under the diagonal backstrap in the vicinity of the back strap adjusters. Simultaneously trace both hands up until your index fingers make contact with the diagonal backstrap retainers. You will insure the parachute harness is properly sized by counting the rows of stitching on the diagonal backstrap. There should be one more row of stitching on the diagonal back strap closest to you than there is on the diagonal backstrap closest to the jumper. Visually inspect the diagonal back strap retainers to insure they are routed through the appropriate sizing channel in the diagonal backstrap, and it is routed under and over the diagonal backstrap keeper, and secured to itself with a pull the dot fastener. With each thumb, simultaneously pluck up on the outside corner of the diagonal backstrap retainer to ensure that the pull the dot fasteners are properly secured. Look over to your left hand. Inspect down until you reach the backstrap adjuster.

Insure the diagonal back strap is not twisted, cut or frayed, and is not routed over the jumpers shoulder. Form a fist around the backstrap adjuster on the jumpers left side. This is where your left hand will stay for the remainder of the inspection. Now focus your attention to your right hand and trace down to the backstrap adjuster and conduct the same inspection. Now bypass it and continue until you reach the main lift web. Ensure the excess webbing is secured in its' webbing retainer, and the horizontal back strap is not twisted, cut, or frayed. Remove your right hand and form a knife cutting edge, fingers extended and joined, palms facing towards you. Insert it under the horizontal backstrap where it reemerges from the main lift web from bottom to top. Ensure that your right index finger makes contact with the main lift web. Issue the jumper the command of **BEND.** With your left shoulder push up on the bottom of-the pack tray and with your left hand simultaneously pull down on the backstrap adjuster. With your right hand, trace the horizontal back strap across the small of the jumpers back.

When you reach the right horizontal backstrap retainer, insure it is routed over the horizontal back strap, under and over the horizontal back strap keeper and secured with a pull the dot fastener and that it is not twisted, cut, or frayed. Continue to trace to the left horizontal backstrap retainer and conduct the same inspection. Trace the horizontal back strap until your little finger makes contact with the main lift web once again inspecting to insure it is not twisted, cut, or frayed. Remove your hand and insert it under the last piece of horizontal back strap, palm facing towards you, from top to bottom or bottom to top, either way, so long as you make contact with the main lift web. Trace up until your working hand meets your control hand. Insure the horizontal back strap has not been twisted, cut, or frayed and the excess webbing is secured in the webbing retainer.

16. **Saddle**: With your right hand form a knife cutting edge, fingers extended and joined, palm facing the jumper and fingers pointed towards the jumpers' buttocks, and place it on the single X box stitch located just below the lowering line adapter web or the triangle link. Trace the saddle under the jumpers' buttocks insuring it is not twisted. As you bypass the leg straps, insure they are not misrouted around the saddle. Continue to trace until you make contact with the single X box stitch on the jumpers right side.

Raise your right hand high in the air and issue the seal of approval.

Rigging the Modular Lightweight Load-Carrying Equipment (MOLLE)

Prior to rigging the Modular Lightweight Load-Carrying Equipment, **MOLLE**, all excess webbing will be secured with either masking tape or retainer bands. To properly secure the harness single point release to the MOLLE, you will first lay it out on a flat surface insuring that the three color coded attaching loops are facing skyward and all twists are removed from the equipment retainer straps. Place the adjustable D-ring attaching straps next to the Harness Single Point release, insuring that the opening gates of the snap hooks are facing down. Place the female portion leg strap release assembly next to the adjustable D-ring attaching strap ensuring the three component parts are facing skyward. Route the release handle assembly from bottom to top through both plies of the release handle cross strap insuring that you do not incorporate any twists in the release handle lanyard and secure it in place utilizing the hook pile tape. Then route the white attaching loop from bottom to top through the triangle link, the green attaching loop from bottom to top through the white attaching loop, the red attaching loop from bottom to top through the green attaching loop and through the grommet in the female portion leg strap release assembly. Route the release handle cable through the red attaching loop and into the cable loop retainer. Once again route the white attaching loop from bottom to top through the triangle link, the green attaching loop from bottom to top through the white attaching loop, the red attaching loop from bottom to top through the green attaching loop and through the grommet in the female portion leg strap release assembly. Route the release handle cable through the red attaching loop and into the cable loop retainer for the other side. You will then rotate the harness single point release over so that the opening gates of the snap hooks are facing skyward, and remove all twists from the equipment retainer straps. It is now ready to accommodate the combat load. The MOLLE should maintain a square configuration as much as possible to insure that the harness single point release will remain tightly secured to it.

FIGURE 1

The outer accessory pouch and side compartments must be filled with non-fragile items of equipment for every Airborne Operation.

With the frame side up, place the MOLLE on the harness single point release so that the nylon of the MOLLE is facing the HSPR and the bottom of the frame is toward the adjustable D-ring attaching straps.

FIGURE 2

You will now route the equipment retainer straps under the carrying strap on the top of the MOLLE pack (**Figure 2-A**), under the top horizontal support of the frame (**Figure 2-B)**, between the shoulder carrying straps and over the back pad (**Figure 2-C**). Cross the equipment retainer straps and form an "X" configuration on the back of the MOLLE.

FIGURE 3

From the bottom of the MOLLE, route the two friction adapters through the large cutaway portion of the MOLLE frame at the bottom center **(Figure 3-A)**. Then secure one equipment retainer strap to its appropriate friction adapter insuring that you do not incorporate any twists. Do this by routing it under the floating metal bar, back over the floating metal bar, and then back onto it self-forming a quick release.

Now secure the other equipment retainer strap, once again routing it under the floating metal bar, back over the floating metal bar, and then back onto it self-forming a quick release. Then secure the lower portions of the quick releases and tighten the harness single point release as tight as possible to the MOLLE. Once the harness single point release has been tightened down to the MOLLE, the white attaching loops should be approximately centered and on line at the bottom of the MOLLE. Then reduce the length of the quick releases to a 2 to 3 finger quick release. The equipment retainer straps will then be S-folded and S-folded only and secured with masking tape or retainer bands, one of the two, never both and there is no preferred method. Ensure that the S-folds are not secured to the quick releases. All slack in the shoulder carrying straps will be removed and the excess webbing will then be S-folded and S-folded only and secured with masking tape or retainer bands, one of the two, never both and there is no preferred method. Then secure the hook pile tape lowering line in its normal configuration to the X configuration by routing the looped end hook pile tape lowering line from top to bottom or bottom to top under the X configuration and then route the entire hook pile tape lowering line through the looped end hook pile tape lowering line, forming a girth hitch.

Route the hook pile tape lowering line over the left shoulder carrying strap and secure it to the cut away portion of the MOLLE frame **(Figure 4-A)** utilizing two retainer bands in two different slots on the MOLLE frame as close to the bottom as possible. Finally, route the male portion leg strap release assembly from the point where it is sewn to the equipment retainer strap by its most direct route along the side of the MOLLE and attach it to the female portion leg strap release assembly. Remove the slack and S-fold or roll the excess webbing and secure it in the webbing retainer. The opposite adjustable leg strap will then be secured in the same manner.

(FIGURE 4)

Modular Lightweight Load-Carrying Equipment JMPI

You will now begin the inspection of the HSPR beginning with the adjustable D-ring attaching straps. These are like items of equipment and either one can be inspected first. With both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the adjustable D-ring attaching straps. Now focus your attention on the snap hook of either hand. Conduct a visual inspection to insure that the snap hook is not bent, cracked, corroded, distorted out of shape, that the opening gate is facing towards the jumper, and it is located to the outside of the connector snap. Rotate your index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the black interwoven stitch of the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the MOLLE frame. Insure the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your index finger on the single X box stitch just below the female portion leg strap release assembly. Keep that hand in place. Now focus your attention on you other hand, which should still be on the snap hook of the adjustable D-ring attaching strap. Inspect to insure it is not bent, cracked, corroded, distorted out of shape, that the opening gate is facing toward the jumper, and it is positioned between the connector snap and the snap fastener of the quick release snap. Rotate your index finger around and pluck the opening gate for spring tension. With your thumb, rotate the free running end of the adjustable D-ring attaching strap out of the way. Place your index finger on the nylon portion of the adjustable D-ring attaching strap and trace it down until you make contact with the triangle link. Insure that the nylon portion is not twisted, cut, frayed or misrouted behind the MOLLE frame. Insure the white attaching loop is routed from bottom to top through the triangle link, and the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, through the grommet in the female portion leg strap release assembly, and the release handle cable is routed through the red attaching loop and secured in the cable loop retainer. Place your index finger on the single X box stitch just below the female portion leg strap release assembly. With your right thumb and index finger lift up on the release handle. Inspect to insure the release handle assembly is properly routed through the release handle cross strap and secured with the hook pile tape and that the release handle is not reversed or upside down. With your right index finger, form a hook and lift up on the release handle lanyard to insure that it is not twisted or misrouted around the equipment retainer strap. Place your right index finger back on the single X box stitch.

Simultaneously, trace down the equipment retainer straps until your fingers make contact with the second set of single X box stitches. As you bypass the outer accessory pouches, make a mental note to insure they are properly filled with non-fragile items of equipment. You are inspecting the equipment retainer straps to insure they are not twisted, cut, or frayed. With your right hand, secure the adjustable cross strap and tug it one time to your right. Place your right index finger back on the single X box stitch and continue to inspect the equipment retainer straps until your fingers fall off the ends of the MOLLE. Now secure the sides of the MOLLE and raise it up to approximately eye level. Visually inspect to insure that the equipment retainer straps are routed under the carrying handle, to the outside of the shoulder carrying strap loops, and under the MOLLE frame. Lift out and up on the MOLLE; and issue the command of "HOLD". Jumpers will secure the MOLLE by the adjustable cross strap and hold it up high. You will now continue your inspection of the equipment retainer straps as they route from under the MOLLE frame. Insure the equipment retainer straps are routed over the back pad and form an X configuration on the rear of the MOLLE. Continue your inspection until your fingers rest behind the 2-3 finger quick releases in the equipment retainer straps. As you bypass the girth hitch, make a mental note to insure it is routed top to bottom, bottom to top, or vertical. Simultaneously, you will inspect the 2-3 finger quick release by placing the index and middle finger of each hand, palm facing you, on the outside of the quick release. Now visually inspect the free running ends of the equipment retainer straps to insure they are S-folded and secured with either masking tape or retainer bands, one or the other, never both and not secured to the quick releases. Conduct a visual inspection of the friction adapters to insure that they are routed through the small cutaway portion of the MOLLE frame. With the index fingers of each hand, lightly tap the excess webbing of the equipment retainer straps to insure the S-folds are secure. With the thumb and index finger of each hand form an "O" around the base of the shoulder carrying straps. Give them a couple of tugs to insure they are properly secured to the MOLLE frame. Visually inspect the free running ends of the shoulder carrying straps to insure they are S-folded and secured with masking tape or retainer bands, one or the other, never both. With the index fingers of each hand, lightly tap the free running ends of the shoulder carrying straps to insure the S-folds are secure. With the index finger and thumb of your right hand, back of your hand facing you, form an O around the HPT lowering line, just to the right of the girth hitch. You will visually inspect to insure the girth hitch is vertical. With your right hand trace the HPT lowering line until you make contact with the first hook pile tab modification. Insure it is present and that it is secured. Visually inspect to insure there are no S-folds protruding from the end of the retainer flap. Continue to inspect down the retainer flap to insure there are no large rips or tears, and at least 50% of the hook tape and pile tape is securing the retainer flap, and the HPT lowering line is secured to the MOLLE frame by two retainer bands. Continue to trace down until you make contact with the second hook pile tab modification. Once again, visually inspect to insure it is present and secured and there are no s-folds protruding from the end of the retainer flap. Continue to trace the HPT lowering line until your hand disappears behind the M1950 weapons case. Visually inspect to insure the HPT lowering line is properly routed between the main body of the M1950 weapons case and the 2 plies of reinforced cotton webbing on the cotton duct M1950 weapons case or the 1 ply of nylon on the nylon duct M1950 weapons case.

Route your left hand over your right forearm and secure the trail edge of the M1950 weapons case. Release your right hand and secure the HPT lowering line where it routes out of the M1950 weapons case. Continue to trace the HPT lowering line until you make contact with the ejector snap. Visually inspect to insure the yellow safety lanyard is present, it is constructed of 1 inch tubular nylon webbing and is yellow in color. Form a fist around the ejector snap of the HPT lowering line. Rotate your thumb up and seat the activating lever to insure that it properly seats. Tug it to insure that it is properly secured to the parachute harness. Rotate the ejector snap 1/4 turn to the outside and inspect to insure the small tooth is present on the opening gate and that the opening gate is facing towards the jumper.

Rigging the Parachutist Drop Bag (PDB)

The PDB weighs 7 pounds when empty and consists of approximately 5,520 cubic inches of storage space. It is 26 inches high, 18 inches wide, and 14 inches deep when fully loaded. The PDB can sustain combat loads ranging from a minimum of 45 pounds to a maximum 120 pounds. The PDB has an incorporated Single Point Release System permanently attached to it, which operates in the same way as the Harness Single Point Release. The PDB is issued with a PDB Lowering Line, 2 Adjustable D-ring Attaching Straps and 2 Female Portion Leg Strap Release Assemblies. When rigging the PDB, either the PDB Lowering Line or the Hook Pile Tape Lowering Line may be used. **(SEE FIGURE 1 BELOW)**

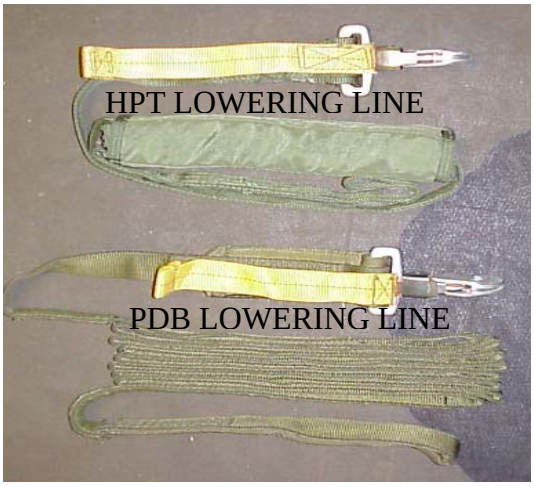


FIGURE 1

Either the Adjustable D-ring Attaching Straps issued with the PDB or the Adjustable D-ring Attaching Straps issued with the Harness Single Point Release may also be used, however, the two are not interchangeable; you must use both of one type. **(SEE FIGURE 2 BELOW)**

FIGURE 2

You **cannot** use one PDB Adjustable D-ring Attaching Strap and one Harness Single Point Release Adjustable D-ring Attaching Strap. **The Female Portion Leg Strap Release Assembly of the PDB and the Female Portion Leg Strap Release Assembly of the Harness Single Point Release are NOT interchangeable. The PDB will be only utilized with the Female Portion Leg Strap Release Assembly that is issued with it. (SEE FIGURE 3 BELOW)**

FIGURE 3

For this article we will deal primarily with the equipment issued with the PDB; however, unless otherwise specified, the inspection procedures for authorized alternate items are exactly the same.

Permanently attached to the back of the PDB are two Carrying Straps. These are used in the same way as the Shoulder Carrying Straps on the ALICE or MOLLE pack. This is the Male Portion Carrying Strap secured to the Female Portion Carrying Strap. **(SEE FIGURE 4 BELOW)**

FIGURE 4

When the Male Portion Carrying Strap is connected to the Female Portion Leg Strap Release Assembly, it becomes the Adjustable Leg Strap. **(SEE FIGURE 5 BELOW)**

FIGURE 5

To begin rigging the PDB, fully elongate all straps and lay it out with all hardware facing down. Unzip the PDB and fully open it, with the camouflage side down. **(SEE FIGURE 6 NEXT COLUMN)**

FIGURE 6

The jumper's combat load will be placed inside the PDB insuring that the kidney pad is facing down and to the upper most position in the PDB. **(SEE FIGURE 7 BELOW)**

FIGURE 7

Place the IBA and FLC inside the PDB with the pouches of the FLC facing skyward. If the IBA is rigged with the pouches of the FLC, the IBA will be placed so that the attached pouches are facing skyward. If the IBA has Small Arms Protective Inserts (SAPI) they may be jumped within the IBA itself and do not have to be removed

and placed within the main compartment of the MOLLE or ALICE pack. **(SEE FIGURE 8 BELOW)**

FIGURE 8

Placing the combat load in first with the IBA on top will allow the paratrooper quickest access to their IBA once on the drop zone. Once the combat load is inside the PDB bring the opposite side over the combat load and secure both zippers of the PDB. **(SEE FIGURE 9 BELOW)**

FIGURE 9

Connect the Snap Hook of the Center Securing Strap. Tighten both ends removing all excess webbing. The Center Securing Strap must be as tight as possible to insure that the PDB maintains the smallest and tightest configuration. **(SEE FIGURE 10 BELOW)**

FIGURE 10

Tighten down **both** Vertical Securing Straps, located on either side of the Center Securing Strap. Properly adjusting and tightening these 3 straps is the key to obtaining the smallest and safest PDB configuration. **(SEE FIGURE 11 BELOW)**

FIGURE 11

You will then roll or S-fold the free running ends of all three straps and secure them in their appropriate webbing retainer. You will then secure the Male and Female Portions of the Lateral Securing Straps. Starting with the lower Lateral Securing Strap, tighten both Lateral Securing Straps as much as possible. This will prevent the load from shifting within the PDB and put the PDB into the smallest configuration possible. **(SEE FIGURE 12 BELOW)**

FIGURE 12

The next step is to begin rigging of the Release Handle Assembly. First roll the Single Point Release Cover and secure it with the snaps. **(SEE FIGURE 13 BELOW)**

FIGURE 13

Route the Release Handle Cable through the Release Handle Cross Strap and secure the Release Handle to the Hook Tabs. **(SEE FIGURE 14 BELOW)**

FIGURE 14

You will now secure the Adjustable D-Ring Attaching Straps. Remember that either the Adjustable D-ring Attaching Straps issued with the PDB or the Adjustable D-ring Attaching Straps issued with the Harness Single Point Release are may be used, however, you must use both of one type. Lay the Adjustable D-Ring Attaching Strap on top of the PDB so that the opening gate of the Snap Hook is facing the back of the PDB and the opening gate of the snap hook is facing down. Route the Black Attaching Loop from bottom to top through the Triangle Link. **(SEE FIGURE 15 BELOW)**

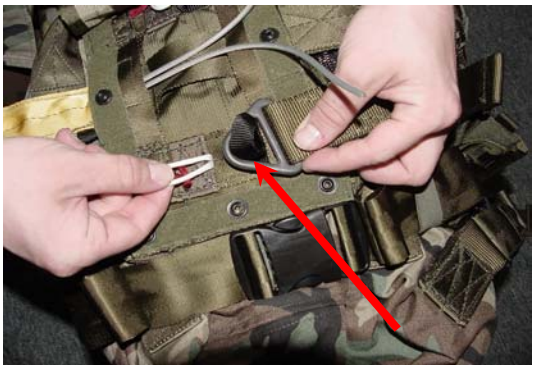


FIGURE 15

Route the White Attaching Loop from bottom to top through the Black Attaching Loop. **(SEE FIGURE 16 BELOW)**

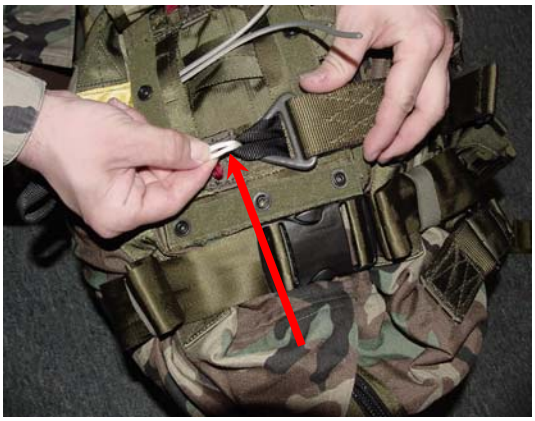


FIGURE 16

Route the Red Attaching Loop from bottom to top through the White Attaching Loop and then route the Red Attaching Loop through the grommet on the Female Portion Leg Strap Release Assembly. Route the Release Handle Cable through the Red Attaching Loop then secure the Release Handle Cable in the Cable Channel of the Female Portion Leg Strap Release Assembly. **(SEE FIGURE 17 BELOW)**

FIGURE 17

Secure the second Adjustable D-ring Attaching Strap in the same way. **(SEE FIGURE 18 BELOW)**

FIGURE 18

You will now secure the Parachutist Drop Bag Lowering Line or the HPT Lowering Line to the PDB. Remember that either the PDB Lowering Line or the HPT Lowering Line may be used but each will be secured differently. To properly attach the PDB Lowering Line to the PDB you will first route the Looped End PDB Lowering Line through the Accessory Attaching Ring from bottom to top on the back of the PDB, then route the entire PDB Lowering Line through the Looped End PDB Lowering Line, forming a girth hitch. Pull the PDB Lowering Line so that the girth hitch is tight to the Accessory Attaching Ring. **(SEE FIGURE 19 BELOW)**

FIGURE 19

Route the PDB Lowering Line to the right, then secure the pile tape on the PDB Lowering Line to the hook tape at the bottom of the Permanently Sewn Retainer Flap. The PDB Lowering Line will be routed to the jumper's left side and the remainder of the PDB Lowering Line will be S-folded and secured in the Permanently Sewn Retainer Flap. Remember that none of the S-Folds may protrude from the ends of the Permanently Sewn Retainer Flap. Secure the sides of the Permanently Sewn Retainer Flap over the S-Folds of the PDB Lowering Line. **(SEE FIGURE 20 BELOW)**

FIGURE 20

If you are using the HPT Lowering Line instead of the PDB Lowering Line, there are two acceptable methods to secure the HPT Lowering Line to the PDB. You will secure the HPT Lowering Line to the Accessory Attaching Ring in the same manner as the PDB Lowering Line, and then secure the Retainer Flap of the HPT Lowering Line to two of the Green Attaching Loops, either both above or both below the Permanently Sewn Retainer Flap, by two Type 64 retainer bands. **(SEE FIGURE 21 BELOW)**

FIGURE 21

Instead of two retainer bands you may also secure the Retainer Flap of the Hook Pile Tape Lowering Line within the Permanently Sewn Retainer Flap on the PDB **(SEE FIGURE 22 BELOW)**

FIGURE 22

Both the PDB Lowering Line and the HPT Lowering Line must be rigged so that the Ejector Snap goes to the left side of the jumper.

Finally secure the Female Portion Leg Strap Release Assembly to the Male Portion Carrying Strap by the most direct route. Once connected it now becomes the Adjustable Leg Strap. Tighten both ends of the Adjustable Leg Strap and secure all excess webbing in the appropriate Webbing Retainer. **(SEE FIGURE 23 BELOW)**

FIGURE 23

When jumping the PDB and M1950 Weapons Case as a tandem load, first secure the PDB to the parachute harness by attaching the right Adjustable D-Ring Attaching Strap to the right D-Ring or right Replacement D-ring. The Snap Hook will be to the outside of the right Connector Snap as the outermost item of equipment with the opening gate of the snap hook facing toward the jumper. **(SEE FIGURE 24 NEXT COLUMN)**

FIGURE 24

The left Adjustable D-Ring Attaching Strap will be attached to the left D-Ring or Replacement D-ring on the outside of the left Connector Snap as the outermost item of equipment, with the opening gate of the Snap Hook facing toward the jumper. **(SEE FIGURE 25 BELOW)**

FIGURE 25

You will then route the Ejector Snap of the PDB Lowering Line behind the one ply of reinforced nylon webbing on the nylon duct M1950 Weapons Case. **(SEE FIGURE 26 BELOW)**

FIGURE 26

Attach the Ejector Snap to either the left D-Ring or Replacement D-ring as the outermost item of equipment, the Triangle Link or the Accessory Attaching Ring. Finally, route the Upper Tie Down Tape around the main body of the M1950 Weapons Case, behind the Main Lift Web and above the Chest Strap and secure it to the leading edge of the M1950 Weapons Case with a single or double loop bowknot.

Jumpmasters you will continue your normal sequence of inspection until you complete your inspection of the Reserve Parachute. Lift it up high and issue the jumper the command of "**HOLD**".

Jumpers secure the middle of the reserve parachute in the "puppy dog" manner and hold it up high. Now simultaneously, with both hands form fists with your index fingers exposed. Place your index fingers on the snap hooks of the Adjustable D-Ring Attaching straps. Focus your attention to your left hand. Conduct an inspection to ensure that the snap hook is not bent, distorted out of shape, rusted cracked or corroded and that the opening gate is facing towards the jumper, and it is located to the outside of the right connector snap. Rotate your index finger around and pluck the opening gate for spring tension. Place your index finger on the black interwoven stitch of the nylon portion of the Adjustable D-Ring Attaching strap and trace it down until you make contact with the Triangle Link. Insure that the nylon portion is not twisted, cut, torn or frayed and the free running end is properly secured in the Webbing Retainer. Conduct an inspection to insure that the free running end is secured in the webbing retainer. You will continue to trace until you come into contact with the Triangle Link. Conduct an inspection to insure that it is not bent, distorted out of shape, rusted, cracked or corroded. You will then come into contact with the three color coded Attaching Loops. Insure that the Black Attaching Loop is routed from bottom to top through the Triangle Link, the White Attaching Loop is routed from bottom to top through the Black Attaching Loop and the Red Attaching Loop is routed from bottom to top through the White Attaching Loop through the Grommet on the Female Portion Adjustable Leg Strap Release Assembly and the Release Handle Cable is routed through the Red Attaching Loop and secured in the Cable Channel. Continue to trace down until your index finger comes into contact with the 3 Point W/W stitch. Leave your index finger in place. Now focus your attention on your right index finger, which should still be on the Snap Hook of the Adjustable D-Ring Attaching Strap on the jumpers left side. Inspect to insure it is not bent, distorted out of shape, rusted cracked or corroded and that the Opening Gate is facing toward the jumper, and it is positioned between the Left Connector Snap and the Snap Fastener of the Quick Release Snap. Rotate your right index finger around and pluck the Opening Gate for spring tension. Place your index finger on the black interwoven stitch of the nylon portion of the Adjustable D-Ring Attaching strap and trace it down until you make contact with the Triangle Link. Insure that the nylon portion is not twisted, cut, torn or frayed and the free running end is secured in its Webbing Retainer. Insure that the Triangle Link is not bent, distorted out of shape, rusted, cracked or corroded. You will now come into contact with the 3 color-coded attaching loops. Insure that the Black Attaching Loop is routed from bottom to top through the Triangle Link, the White Attaching Loop is routed from bottom to top through the Black Attaching Loop and the Red Attaching Loop is routed from bottom to top through the White Attaching Loop through the Grommet on the Female Portion Adjustable Leg Strap Release Assembly and the Release Handle Cable is routed through the Red Attaching Loop and secured in the Cable Channel. Continue to trace down until your index finger comes into contact with the 3 Point W/W stitch. Now you will conduct a visual inspection to insure that the Snap Hook of the Center Securing Strap is connected to the Quick Fit V-Ring under the Release Handle Cross Strap and that it is not twisted, cut, torn or frayed and the free running ends are secured in their Webbing Retainers.

With your right thumb and index finger, index finger on top thumb on bottom, peal up on the Release Handle. Inspect to insure the Release Handle is properly routed through the Release Handle Cross Strap and secured by the Hook and Pile Tape and the Release Handle Cable is routed through the Release Handle Cross-Strap, and the Release Handle is not reversed or upside down. Simultaneously inspect the Center Securing Strap to insure it is not misrouted through the Release Handle Cross Strap. With your right index finger, form a hook and tug out on the Release Handle Lanyard to insure that it is not twisted, cut, torn or frayed. Now secure the sides of the Parachutist Drop Bag and lift it up and out and issue the jumper the command of "**HOLD**". Jumpers you will secure the Parachutist Drop Bag by the Lower Lateral Securing Strap and hold it up high. With the thumb and index finger of your right hand, index finger on top thumb on bottom, and the back of your hand facing you, form an "**O**" around the Parachutist Drop Bag Lowering Line, just below the girth hitch. Conduct an inspection of the girth hitch to insure it has been properly routed from bottom to top through the Accessory Attaching Ring. Trace the PDB Lowering Line until you come into contact with the right side of the Hook and Pile Tape, conduct a visual inspection to insure it is present and that it is secured and none of the S-Folds are protruding from the end of the Permanently Sewn Retainer Flap. Continue to trace the Permanently Sewn Retainer Flap to insure there are no rips, holes or tears and at least 50% of the Hook Tape is secured to the Pile Tape. Once you come into contact with the second Hook and Pile Tape insure that none of the S-Folds of the PDB Lowering Line are protruding from the ends of the Permanently Sewn Retainer Flap and the Hook and Pile Tape is properly secured. Visually inspect to insure the PDB Lowering Line is properly routed between the main body of the M1950 Weapons Case and the reinforced nylon webbing. Route your left hand over your right forearm and secure the trail edge of the M1950 Weapons Case and pull it forward. Release your right hand and re-secure the PDB Lowering Line where it routes out of the M1950 Weapons Case thumb on top index finger on bottom. Continue to trace the PDB Lowering Line until you make contact with the Ejector Snap. Visually inspect to insure the Yellow Safety Lanyard is present and it is constructed of 1 inch wide tubular nylon webbing and is yellow in color. Form a fist around the Ejector Snap PDB Lowering Line. Inspect to insure it is not bent, distorted out of shape, rusted, cracked or corroded. Conduct an inspection to insure that it is properly secured to the Accessory Attaching Ring, the V-Ring or the D-Ring as the outermost item of equipment on the T-10D Parachute Harness. Rotate your thumb up and seat the Activating Lever to insure that it properly seats. Tug it to insure that it is properly secured to the Parachute Harness. Rotate the Ejector Snap ¼ turn to the outside and inspect to insure the small tooth is present on the opening gate and the opening gate is facing towards the jumper. Move to the front of the jumper and issue the jumper the command of "**SQUAT**". Continue your normal sequence of inspection. Once both Leg Straps and the Aviators Kit Bag have been inspected secure the sides of the Parachutist Drop Bag issue the jumper the command of "**RECOVER**". Jumpers pick up on the Reserve Parachute and Jumpmasters simply allow the Parachutist Drop Bag to rotate between your body and the jumpers' body. Now continue your normal sequence of inspection of the jumper until you issue the seal of approval.

****NOTE**** When the jumper is jumping from the left paratroop door the right Adjustable Leg Strap/Shoulder Carrying Strap will be routed around the jumpers right leg and the left Adjustable Leg Strap/Shoulder Carrying Strap will be routed around the M1950 Weapons Case only.

When the jumper is jumping from the right paratroop door the Left Adjustable Leg Strap/Shoulder carrying Strap will be routed around the M1950 Weapons Case and the jumpers left leg. Nothing will be routed around the jumpers' right leg. **__NOTE__** If a Hook/Pile Tape Lowering Line is used with your right hand index finger on top thumb on bottom form an "**O**" around the HPT Lowering line to insure that it has been properly routed from top to bottom through the Accessory Attaching Ring. Trace the HPT Lowering Line until you come into contact with the first Hook Pile Tab modification. Insure it is present and that it is secured. Visually inspect to insure that none of the S-Folds are protruding from the end of the Retainer Flap. Continue to inspect across the Retainer Flap to insure there are no large rips, holes or tears and at least 50% of the Hook Tape is secured to the Pile Tape, as you trace the Retainer Flap, conduct a visual inspection to insure that the HPT Lowering Line is secured to the Green Attaching Loops by two Retainer Bands. Continue to trace the Retainer Flap until you make contact with the second Hook Pile Tab modification. Once again, visually inspect to insure it is present and secured and there are no S-Folds protruding from the end of the Retainer Flap. Continue to trace the HPT Lowering Line until your hand disappears behind the M1950 Weapons Case and continue on with your normal JMPI sequence.

JUMPMASTER RESPONSIBILITIES: CONDUCT A TECHNICAL INSPECTION OF THE PDB WHEN RIGGING PLANESIDE

When a paratrooper's M1950 Weapons Case meets one or more of the 4 criteria requiring it to be lowered, the PDB and M1950 Weapons Case may be carried and hung planeside. The Jumpmaster will be responsible for conducting a detailed technical inspection of the equipment and then properly attaching it to the paratrooper.

Remember that only when the M1950 Weapons Case must be lowered may paratroopers are JMPI'd Hollywood and then their individual items of combat equipment hung planeside. There are 4 times and 4 times only that the M1950 Weapons Case must be lowered:

1) When it weighs 35 pounds or more
2) When it contains a crew served weapon
3) When it is a Modified M1950 Weapons Case
4) When a Jumpmaster deems it too big or bulky to land with safely

To conduct a detailed technical inspection of the PDB, you will begin by placing the PDB on the ground with the PDB Lowering Line towards the ground. Inspect the Center Securing Strap and both Vertical Securing Straps as well as both Lateral Securing Straps to insure they are properly secured and tightened down. Insure both zippers are fully engaged and closed.

Start with the left Snap Hook of the Adjustable D-ring Attaching Strap. Inspect it as you would during your normal JMPI sequence by insuring it is not bent or distorted out of shape, rusted, cracked or corroded and that the opening gate of the snap hook has proper spring tension. Inspect the right Snap Hook of the Adjustable D-ring Attaching Strap the same way.

Once again starting with the left Adjustable D-ring Attaching Strap, trace down the nylon portion, insuring it is not twisted, cut or frayed. Once you reach the Triangle Link, inspect the Triangle Link to insure it is not bent or distorted out of shape, or rusted, cracked or corroded. Conduct a visual inspection of the 3 color coded attaching loops to insure they are properly secured with the Black Attaching Loop routed from bottom to top through the Triangle Link, the White Attaching Loop routed from bottom to top through the Black Attaching Loop and the Red Attaching Loop routed from bottom to top through the White Attaching Loop and then through the Grommet on the Female Portion Leg Strap Release Assembly and the Release Handle Cable is routed through the Red Attaching Loop and secured in the Cable Channel. Conduct the same inspection for the right Adjustable D-ring Attaching Strap. **(SEE FIGURE 1 BELOW)**

FIGURE 1

Now you will conduct a visual inspection to insure that the Snap Hook of the Center Securing Strap is connected to the Quick Fit V-Ring under the Release Handle Cross Strap and that the nylon webbing is not twisted, cut, torn or frayed and the free running ends are secured in their Webbing Retainers. Insure the Center Securing Strap is not misrouted through the Release Handle Cross Strap.

With your right thumb and index finger, index finger on top thumb on bottom, peel up on the Release Handle. Inspect to insure the Release Handle is properly routed through the Release Handle Cross Strap and secured by the Hook and Pile Tape and the Release Handle Cable is routed through the Release Handle Cross-Strap, and the Release Handle is not reversed or upside down. **(SEE FIGURE 2 BELOW)**

FIGURE 2

Lightly tug on the Release Handle Lanyard, simultaneously conducting a visual inspection to insure it is not twisted cut or frayed or misrouted around the Release Handle. Turn the PDB over and inspect Adjustable Leg Straps. Insure they are serviceable and that both Male Portion Carrying Straps can be secured to their respective Female Portion Leg Strap Release Assemblies. **(SEE FIGURE 3 BELOW)**

FIGURE 3

Now begin your inspection of the PDB Lowering Line or HPT Lowering Line. Visually inspect the girth hitch to insure it has been properly routed from bottom to top through the Accessory Attaching Ring, then, with the thumb and index finger of your right hand, index finger on top and your thumb on bottom, and the back of your hand facing you, form an "**O**" around the Parachutist Drop Bag Lowering Line, just below the girth hitch. **(SEE FIGURE 4 BELOW)**

FIGURE 4

Trace the PDB Lowering Line until you come into contact with the right side of the Hook and Pile Tape, conduct a visual inspection to insure it is present and that it is secured and none of the S-Folds are protruding from the end of the Permanently Sewn Retainer Flap. Continue to trace the Permanently Sewn Retainer Flap to insure there are no rips, holes or tears and at least 50% of the Hook Tape is secured to the Pile Tape. Once you come into contact with the second Hook and Pile Tape insure that none of the S-Folds of the PDB Lowering Line are protruding from the ends of the Permanently Sewn Retainer Flap and the Hook and Pile Tape is properly secured. **(SEE FIGURE 5 BELOW)**

FIGURE 5

If a Hook/Pile Tape Lowering Line is used form an "**O**" around the HPT Lowering Line just below the girth hitch with your right hand, index finger on top, thumb on bottom. Visually inspect to insure that it has been properly routed from bottom to top through the Accessory Attaching Ring. Trace the HPT Lowering Line until you come into contact with the first Hook Pile Tab modification. Insure it is present and that it is secured. Visually inspect to insure that none of the S-Folds are protruding from the end of the Retainer Flap. Continue to inspect across the Retainer Flap to insure there are no large rips, holes or tears and at least 50% of the Hook Tape is secured to the Pile Tape. As you trace the Retainer Flap, conduct a visual inspection to insure that the HPT Lowering Line is secured to the Green Attaching Loops by two Retainer Bands, or secured within the Permanently Sewn Retainer Flap. Continue to trace the Retainer Flap until you make contact with the second Hook Pile Tab modification. Once again, visually inspect to insure it is present and secured and there are no S-Folds protruding from the end of the Retainer Flap. **(SEE FIGURE 6 BELOW)**

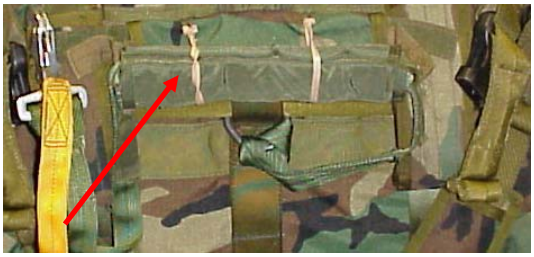


FIGURE 6

Finally, conduct an inspection of the Ejector Snap to insure it is not bent or distorted out of shape, rusted, cracked or corroded. Insure the Yellow Safety Lanyard is present and properly secured and the opening gate of the Ejector Snap is properly operational. Once you have finished your technical inspection, you must also conduct a technical inspection of the M1950 Weapons Case. Once you have finished your technical inspection of the paratrooper's combat load, you will then attach the paratrooper's PDB to the parachute harness. Begin by attaching the Snap Hook of the right Adjustable D-ring Attaching Strap to the right D-ring or Replacement D-ring as the outermost item of equipment, insuring that the opening gate of the Snap Hook is facing the paratrooper. **(SEE FIGURE 7 BELOW)**

FIGURE 7

Then attach the Snap Hook of the left Adjustable D-ring Attaching Strap to the paratrooper's left D-ring or Replacement D-ring, once again insuring that the opening gate of the Snap Hook is facing the paratrooper. **(SEE FIGURE 8 BELOW)**

FIGURE 8

After attaching the PDB to the paratrooper you will then attach the M1950 Weapons Case by securing the Snap Fastener of the Quick Release Snap to the D-ring or Replacement D-ring, insuring the Opening Gate is facing the paratrooper. Route the Ejector Snap for the PDB Lowering Line or HPT Lowering Line between the one ply of reinforced nylon webbing and the main body of the M1950 Weapons case and then secure the Ejector Snap to either the left D-Ring or Replacement D-ring as the outermost item of equipment, the Triangle Link or the Accessory Attaching Ring. **(SEE FIGURE 9 BELOW)**

FIGURE 9

Finally, route the Upper Tie down Tape around the main body of the M1950 Weapons Case, behind the Main Lift Web and above the Chest Strap and secure it to the leading edge of the M1950 Weapons Case with a single or double loop bowknot. After routing the Upper Tie down Tape, the Jumpmaster is responsible for routing the appropriate Adjustable Leg Strap. Remember: right door, right leg free; left door, left leg free. Always around the M1950 Weapons Case. After properly securing the Adjustable Leg Straps, remove all slack and S-fold or roll the excess webbing and store it in the appropriate webbing retainer.

Since the process of hanging equipment planeside will increase the time required to load the aircraft, insure that proper prior coordination has been done with the Ground Liaison Officer and the Air Force guides.

Configuring the Advanced Combat Helmet (ACH)

When issued, leaders must ensure the ACH is properly fitted. When properly worn the helmet shell should not sit too high (i.e. the crown pad does not contact the head or too much of the forehead is exposed) or too low (i.e. too low on the brow or not compatible with eye wear) and is not too tight or too loose.

To ensure proper fit it will be necessary to make measurements of the soldier's head length, width, and circumference. The maximum head measurements for the medium ACH are 8" in length, 6" in width, and 23" in circumference. If any one measurement exceeds these maximums, a large ACH should be utilized. The ACH is issued with two different size **suspension pad systems**, (**size 6 or size 8**) which are used to further adjust the fit of the ACH. When first trying on the ACH for fit, all 7-suspension pads will be worn **(Figure 1 & 2)**, and the pads should be size 6. If the ACH is too small, a larger ACH may be needed. If it is still too big, try size 8 pads. The suspension pads may be turned horizontally to seal around the soldiers' head for cold weather conditions.

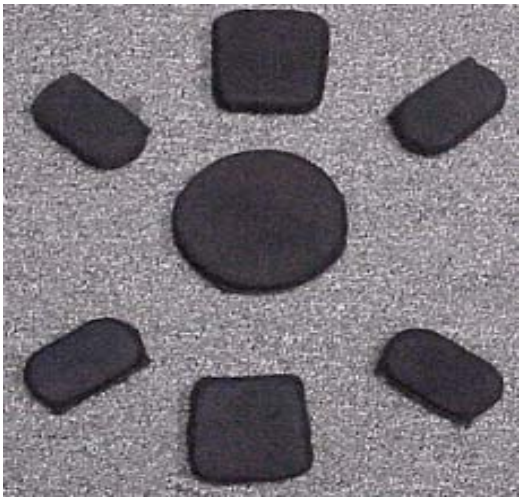


Figure 1

Figure 2

Once the ACH has been properly fitted, leaders must ensure it is properly configured. During airborne operations all 7-suspension pads must be worn and should be worn during all other high-risk operations where impact head injuries may occur. The 4 **oval pads** must cover all 4 ballistic mounting screws inside the advanced combat helmet. The oval pads must be flush with the outer rim of the advanced combat helmet to provide maximum impact protection. **(Figure 3)** The **trapezoid pad** should be flush with the outer rim of the advanced combat helmet or may extend ½" beyond the outer rim for further protection. **(Figure 4)**

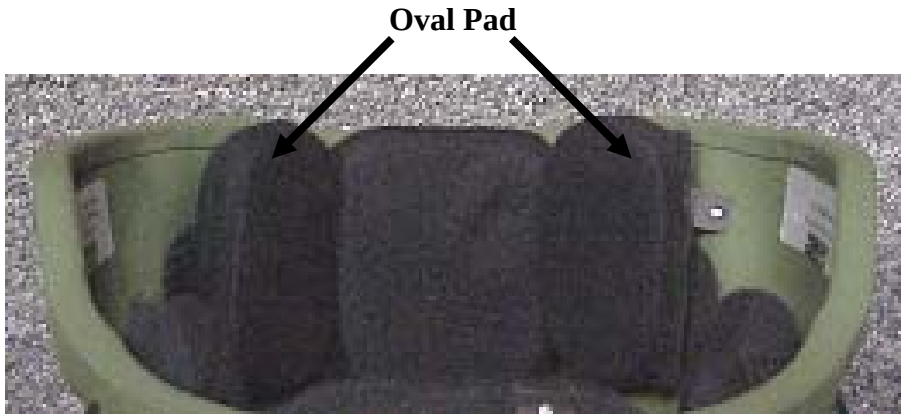


Figure 3

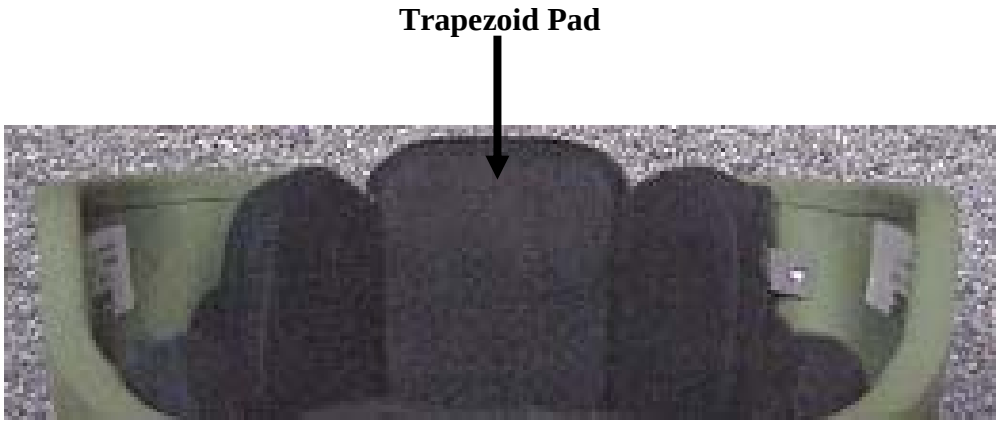
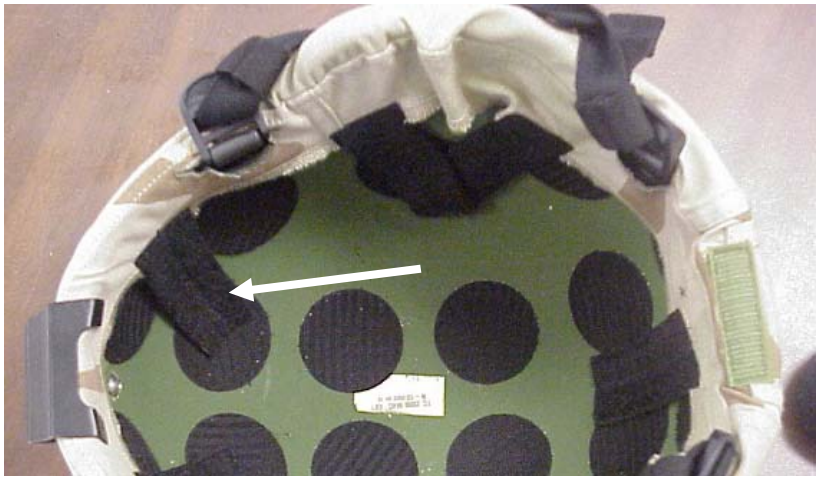


Figure 4

To properly attach the camouflage cover to the ACH, first remove all the suspension pads from the advanced combat helmet and remove the **modified chinstrap assembly**.

Align the label on the rear of the camouflage cover with the rear of the advanced combat helmet. Pull the cover over the front and sides of the advanced combat helmet. Thread the **adjustable buckle** through the holes provided in the camouflage cover. Pull the **retaining tabs** down and attach the pile tabs to the **hook disk** ensuring a tight fit. Place the suspension pads back into the advanced combat helmet and replace the modified chinstrap assembly.



To attach the PVS-7/14 head harness, ensure the camouflage cover is attached, then place the head harness over the camouflage cover. Ensure the hole in the plate, the hole in the camouflage cover, and the hole in the advanced combat helmet are in line. Insert the mounting screw (the mounting screw and locking nut are issued with the head harness) through the plate and into the advanced combat helmet. **DO NOT OVER TIGHTEN THE MOUNTING SCREW OR THE FRONT BRACKET ASSEMBLY MAY BREAK.** Insert the locking nut from inside the advanced combat helmet and tighten the mounting screw. Before completely tightening the mounting screw ensure the plate is snug up against the advanced combat helmet by pushing up on the plate. It is imperative that you supervise your soldiers when configuring their ACH. Not only will this keep them safe during airborne operations but it will also prevent any delays at departure airfield.

Advanced Combat Helmet JMPI

At this time both hands should be on the right side of the jumpers' advanced combat helmet, fingers extended and joined, palms facing the advanced combat helmet.

Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand trace the outer rim of the advanced combat helmet. You are inspecting for any sharp or protruding edges, which may cut, or fray the jumpers' universal static line upon exiting from the aircraft.

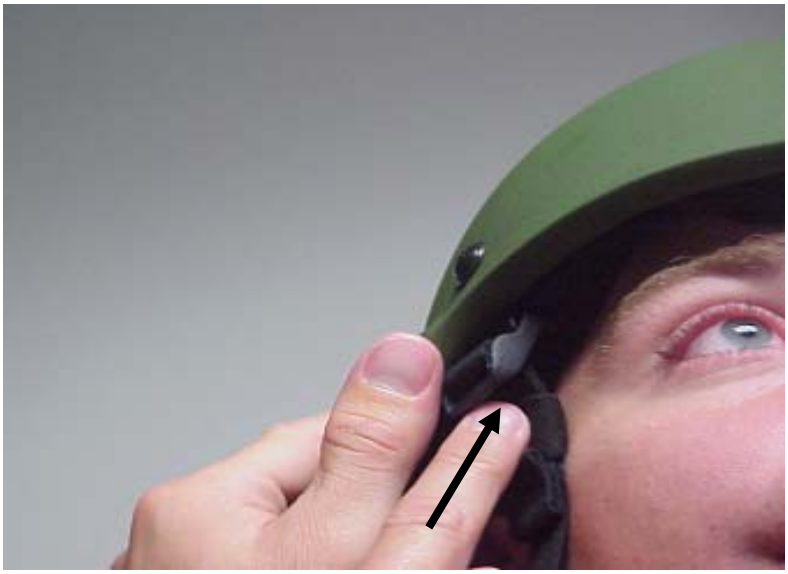
Once your hands are parallel, you will place both thumbs on the rim of the advanced combat helmet. You will now tilt the jumpers' head to the rear and with your head and eyes approximately six inches away, conduct a visual inspection to insure that all three Suspension pads are present and are properly installed.

Leave your left hand in place. Now we must begin the inspection of the **Modified Chinstrap Assembly**. Place your right index finger on the **adjustable buckle** on the left side of the jumper. With your head and eyes approximately four to six inches away, inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed thru the **adjustable buckle** with the free running end secured in the webbing retainer.

Trace down to the **chinstrap fastener**. Ensure that it is not cracked or broken and that it is properly secured. Place your right index finger on the **long portion chinstrap** where it is secured to the **chinstrap fastener** on the jumper's left side.

Trace the **long portion chinstrap**, as it routes under the jumpers chin to the point where it is sewn to the **adjustable strap** on the jumper's right side. You are inspecting to ensure that the **long portion chinstrap** is not cut, torn, frayed, reversed, or dry rotted.

Continue to trace up to the **adjustable buckle** on the right side of the jumper. Inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed thru the **adjustable buckle** with the free running end secured in the webbing retainer.



Now place your right index finger on the **short portion chinstrap** where it is sewn to the **long portion chinstrap** on the jumper's right side.

Trace the **short portion chinstrap** as it routes over the jumper's chin to the point where it is sewn to the **long portion chinstrap** on the jumper's left side. You are inspecting the **short portion chinstrap** to ensure that it is not cut, torn, frayed, reversed, or dry rotted. You have just completed the frontal inspection of the advanced combat helmet. Now drop both hands.

After transitioning from the front of the jumper to the rear of the jumper by means of the universal static line you must start at the top of the jumper and work your way down. Form knife cutting edges with both hands, fingers extended and joined, palms facing the jumper, and place them on the left side of the jumpers advanced combat helmet.

Your left hand is your control hand and your right hand is your working hand. Keep your left hand in place. With your right hand trace the outer rim of the advanced combat helmet. You are inspecting for any sharp or protruding edges, which may cut or fray the jumper's Universal Static Line upon exiting the aircraft. Once your hands are parallel, place both thumbs on the outer rim of the advanced combat helmet and tilt the jumpers' head forward. Conduct a visual inspection to insure that all three **Suspension pads** are present and properly installed. Conduct a visual inspection of the **nape pad** to ensure that it is present, free of any cuts or tears, and is not reversed.

Now place your right index finger on the **adjustable buckle** on the right rear of the jumper.

Inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed through the **adjustable buckle** with the free running end secured in the webbing retainer. Trace down the **adjustable strap** to the point where the **long portion chinstrap** is sewn to the **adjustable strap** on the jumper's right side. Stop when your index finger comes into contact with the **long portion chinstrap**. You are inspecting to ensure that it is not cut, twisted, torn, frayed, or dry rotted. Leave your index finger in place. This is a control point.

Now place your left index finger on the **adjustable buckle** on the left rear of the jumper and inspect the **adjustable buckle** to ensure that it is not cracked or broken and that the **adjustable strap** is properly routed thru the **adjustable buckle** with the free running end secured in the webbing retainer.

Trace down the **adjustable strap** to the point where the **long portion chinstrap** is sewn to the **adjustable strap** on the jumper's left side. You are inspecting to ensure that it is not cut, twisted, torn, frayed, or dry rotted.

You have just completed the inspection for the rear of the advanced combat helmet. The next items of equipment to be inspected are the riser assemblies, drop both hands down over the jumpers' shoulders and continue with your normal sequence of inspection until you issue the jumper the seal of approval.

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HDRS - 396-5998 / 9804

DPO – 432-6403

ASSAULT ZONE AVAILABILITY REPOR (AZAR) DSN – 576-2899
http://www.amc. Af.mil/do/dok/azar.htm.

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